*USAREUR Regulation 55-1

Transportation and Travel

UNITED STATES ARMY MOTOR VEHICLE OPERATIONS ON PUBLIC ROADS

29 January 1985

*This regulation supersedes USAREUR Regulation 55-1, 19 May 1978, including Changes No. 1, 12 October 1978; No. 2, 22 March 1979; No. 3, 11 December 1979; No. 4, 20 May 1980; No. 5, 5 February 1981; and No. 6, 9 December 1982.

Applicability. This regulation applies to United States Army, Air Force, and Navy units operating in the United States Army, Europe, geographic area of responsibility (i.e., Belgium, Denmark, the Federal Republic of Germany, France, Italy, Luxembourg, and the Netherlands).

Impact on the New Manning System. This regulation does not affect the New Manning System.

Internal Control Systems. This regulation is not subject to the requirements of AR 11-2. It does not contain internal control provisions.

Supplementation. Supplementation of this regulation is prohibited without approval of the Commander in Chief, USAREUR, ATTN: AEAGD-TM, APO 09403.

Forms. Only forms ending with the suffix "-R" will be reproduced locally on 8½- by 11-inch paper through the servicing forms management office. Other forms will not be reproduced and will be ordered by the unit or organization publications officer from the United States Army Printing and Publications Center, Europe, or as stated in the authorizing directive.

Interim Changes. Interim changes to this regulation are not official unless authenticated by the Adjutant General, USAREUR. Interim changes will be destroyed on their expiration dates unless sooner superseded or rescinded.

Suggested Improvements. The proponent of this regulation is the Office of the Deputy Chief of Staff, Logistics, HQ USAREUR/7A (AEAGD-TM, 370-6922). Users may send comments and suggested improvements to this publication on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander in Chief, USAREUR, ATTN: AEAGD-TM, APO 09403.

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SECTION I GENERAL

1. PURPOSE AND APPLICABILITY

This regulation:

- a. Establishes policy, procedures, and responsibilities governing the operation of military vehicles over public roads in peacetime.
- b. Applies to vehicles owned by, leased by, or loaned to United States (US) Army, Air Force, or Navy units operating in the United States Army, Europe (USAREUR), geographic area of responsibility (i.e., Belgium, the Netherlands, Luxembourg (BENELUX), Denmark, the Federal Republic of Germany (GE), France, and Italy).
- c. Assigns responsibilities for obtaining clearances for movements of US military convoys, oversize or overweight vehicles, and other official motor vehicles in GE (excl Berlin), Denmark, France, and the BENELUX countries. The Commander, United States Army Southern European Task Force (USASETAF), is responsible, through installation commanders, for obtaining clearances in Italy (app A, tab II).
- d. Applies to nontactical vehicles (NTV) for matters not specified in AR 58-1. The provisions of AR 58-1 apply if a conflict exists between this regulation and AR 58-1.

2. EXPLANATION OF TERMS

- **a. Activity.** A unit, organization, or installation performing a function or mission.
- **b.** Ammunition and Hazardous Cargo. All classes of ammunition or explosives defined in Department of Defense (DOD) 5100.76-M and USAREUR Regulation 55-355. Hazardous cargo includes, but is not limited to, flammable liquids, flammable solids, oxidizing materials, corrosive liquids, compressed gases, and poisonous substances (Standardization Agreement (STANAG) 2938). The North Atlantic Treaty Organization (NATO) Maintenance and Supply Agency Document CT-TE/80/42.4.2/0350 applies to the transportation of LANCE missile main assemblages in GE.
- **c. Checkpoint.** A transportation coordination reference point on the military highway basic network map. This point serves as the reference for verifying the accuracy of road distances and time schedules for movement requests.
- **d.** Commercial Design Vehicles. Motor vehicles designed for civilian use and procurable from commercial sources. These vehicles will receive maximum use to fulfill general transportation requirements.
- **e. Control Point.** A position along a route where personnel are stationed to provide information and instructions for the regulation of traffic (AR 310-25).
 - f. Controlled Route. A route that is subject to traffic or movement restrictions (STANAG 2154).
- (1) Supervised Route. A roadway controlled by a traffic control authority using control posts, traffic patrols, or both. A movement credit (i.e., permission) is required for its use by a column of 20 or more vehicles (10 or more vehicles in the Netherlands). A movement credit also is required for its use by vehicles with oversize or overweight dimensions. Access to the route is regulated.
 - (2) Reserved Route. A controlled route for which use is:
 - (a) Assigned exclusively to a particular authority or formation.
 - (b) Intended to meet a particular requirement (e.g., reserved for evacuation).
- (3) **Dispatch Route.** A roadway that is controlled concerning priorities of use and regulation of movement or traffic. A movement credit is required for its use.

g. Convoy Commander. The officer or noncommissioned officer (NCO) in charge of the vehicles and operating personnel of a convoy, as designated by the person authorizing the movement. The convoy commander also may be the senior officer, NCO, or soldier with the convoy, if there is no specific appointment.

h. Convoy Elements.

- (1) Convoy. A group of vehicles organized as a march column under a single commander. A movement credit is required when the number of vehicles equals or exceeds the numbers indicated for the countries listed below:
 - (a) Belgium--20.
 - (b) Netherlands--10 (20 in wartime).
 - (c) GE--30.
 - (d) France--20.
 - (e) Luxembourg--6.
 - (f) Italy--10.
- (2) March Column. A group of vehicles (i.e., convoy) moving under a single commander from the same point of origin. This group travels over the same route, in the same direction, at the same rate of speed, and to the same destination. Depending on unit size, the march column can be subdivided into serials and march units.
- (3) Serial. A major subdivision of a march column moving under a single commander for planning, regulation, and control purposes.
- (4) March Unit. A subdivision of a serial. A march unit moves and halts under the control of a single commander using voice, visual signal, or radio. For the purposes of this regulation, a march unit normally will not exceed 25 vehicles (10 vehicles in the Netherlands). Commanders of USAREUR major commands (USAREUR Reg 10-5) are authorized to increase this number for command and control purposes (excl movements in the Netherlands). Commanders of USAREUR major commands may delegate this authority at their discretion.
- i. Corps Movement Control Center (CMCC). Coordinates and supervises organic transportation support to V Corps and VII Corps units in the sector involved. The CMCC also consolidates and coordinates transportation requirements beyond the capability of assigned and attached units. The CMCC provides centralized logistics movements management and highway regulating services in the V Corps and VII Corps areas.
 - j. Critical Point. Any point along a route where interference with a movement may occur (AR 310-25).
 - k. Gross Vehicle Weight (GVW). The weight of the vehicle plus the weight of the load.
- **l. Infiltration.** The movement of vehicles into a roadway either by small groups (i.e., two or three vehicles), or individually, at extended or irregular intervals.
- **m. Military Road Maneuver Network.** The road system required by a commander for conducting a specific operation and providing logistic support for that operation according to STANAG 2174.
- **n. Movement Bid.** The request for permission to move convoys or oversize or overweight vehicles. Types of movement bids are:
 - (1) Routine. Bids for movement that meet the established times for submission (fig 1).
- (2) Special. High priority bids or changes to an original request that do not meet the minimum times established for routine movement bids (fig 1). Special march credits are not routinely granted.

	Columns With Normal Vehicles	Overweight or Oversize Vehicles
Routine Movement Request	*workdays	10 *workdays
Border Crossing (excl Denmark)	15 *workdays	15 *workdays
Border Crossings Into Denmark	23 calendar days	23 calendar days
Exceptions to Policy	7 *workdays	12 *workdays

Emergency movements (para 2n(3)) directed by the Commander in Chief, USAREUR, and commanders of USAREUR major commands will be processed as quickly as possible.

Figure 1. Maximum Number of Days Before Movement Date for Submitting Requests

- (3) Emergency. Bids requiring immediate movement action (e.g., providing disaster relief, preventing injury or loss of life, evacuating disabled vehicles) to avert a potential hazard on public roads.
- **(4)** Exception to Policy. A routine movement bid that falls during a restricted movement period (para 15d). An exception to policy requires authentication.
- **(5)** Late. A routine movement bid that does not meet the minimum times shown in figure 1. Late requests will be processed in sequence and are not guaranteed to move on the requested date.
 - (6) Change. A request initiated by a unit to modify an existing movement bid.
- **o. Movement Credit.** Permission granted to the moving unit by the host nation authority, through the servicing movements control team (MCT) or highway movements control team (HMCT), for one or more vehicles to move over a specified route in a fixed time as prescribed in movement instructions.
- **p. Movement Number.** A number allocated concurrently with the movement credit by the authority granting the movement credit. For the purposes of this regulation, the movement number, once issued, becomes a movement order. This number will identify the column during the entire movement per STANAG 2154.

q. Rescinded.

- (1) Rescinded.
- (2) Rescinded.
- **r. Nontactical Vehicle (NTV).** A motor vehicle, normally of commercial design, assigned by formal authorization documents and used to provide the transportation support of an activity.
- **s. Oversize Vehicle.** A vehicle, or combination of a vehicle and load, that exceeds the legal dimensions of width, length, or height imposed by the host nation. Figure 2 provides information on oversize vehicles.

^{*}Workdays exclude date of submission, date of move, Saturdays, Sundays, and US and host nation holidays. Workdays are counted from the time a correct and complete request is received, after any errors have been identified and corrected. Counting of workdays starts over when a change is submitted.

- 1. This figure prescribes dimensions (para 2) and weights (para 3) of oversize or overweight vehicles in GE, France, Denmark, and BENELUX countries. Measurements are metric with equivalent US measurements in parentheses. Any single vehicle exceeding the standards listed below will require a movement credit.
- 2. Dimensions are as follows:
- a. Width: 2.50 meters (8 ft, $2\frac{1}{2}$ in). Width is determined by measuring the vehicle from bumper to bumper (or the load itself if there is overhang). Not included are miscellaneous items (e.g., mirrors, snow chains).
 - b. Height: 4 meters (13 ft, 1½ in) (excl Denmark, which is 3.60 meters).
 - c. Length (i.e., single vehicles):
 - (1) Denmark: Truck with 2 axles, 10 meters (32 ft, 8 in); other vehicles, 12 meters (39 ft, 4 in).
 - (2) France and Netherlands: 11 meters (36 ft, 1 in).
 - (3) Belgium and GE: 12 meters (39 ft, 41/2 in).
- (4) Luxembourg: 7 meters (23 ft), vehicle with 1 axle (i.e., trailer); 10 meters (32 ft, 8 in), vehicle with 2 axles; 12 meters (39 ft, 4 in), vehicle with 3 axles or more.
 - d. Other vehicles are measured as noted:
 - (1) Tractor and semitrailer: 15.5 meters (50 ft, 11 in) (excl Denmark, which is 14 meters).
 - (2) Truck and trailer: 18 meters (59 ft, 5 in) (excl Luxembourg, which is 20 meters).
- 3. Military load classification of vehicle, vehicle and trailer, and axle weights, as applicable, are listed below. The military load classification is the total weight of the vehicle plus the load, given in short tons (Field Manual 5-36).
 - a. Denmark: class 35 (32 metric tons, 35 short tons).
 - b. Luxembourg: class 40 (36 metric tons, 40 short tons).
 - c. Belgium and France: class 50 (45 metric tons, 50 short tons).
 - d. Netherlands: class 50 (maximum tire load, 5 metric tons (5.51 short tons)).
 - e. GE: class 50.
 - (1) Axle weights are as follows:
 - (a) Single axle: 10 metric tons (11.03 short tons).
 - (b) Double axle: 16 metric tons (17.64 short tons).
 - (2) Total allowable weight:
 - (a) Vehicle with no more than two axles: 16 metric tons (17.64 short tons).
 - (b) Vehicle with more than two axles: 22 metric tons (24.25 short tons).
 - (c) Tractor and semitrailer: 38 metric tons (41.88 short tons).
 - (d) Truck and trailer: 38 metric tons (41.88 short tons).

(e) Vehicle with two dual axles: 30 metric tons (33.08 short tons) provided the distance between the center lines of the dual axles is at least 4 meters (158 in) and the distance from wheelbase to wheelbase of each dual axle is at least 1 meter (39 in) but less than 2 meters (79 in).

NOTE: HEMTT vehicle meets this requirement.

4. For movements involving other countries, the provisions of STANAG 2154 apply.

Figure 2. Oversize or Overweight Vehicles

- **t. Overweight Vehicle.** A vehicle, or combination of a vehicle and load, that exceeds the legal gross vehicle weight or any individual axle loadings set by the host nation. Figure 2 provides information on overweight vehicles.
- **u. Pace Setter.** An experienced commissioned officer or NCO who rides in a vehicle at the head of each element in the march column, maintaining the rate of march needed to meet the established schedule. In the Netherlands, the pace setter is the escort. No other pace setter is authorized.
- v. Permissible Operating Distance (POD). Maximum distance in a given direction to which an activity will dispatch NTV. A round-trip distance of 400 miles (250 km) is the POD in USAREUR.
- w. STANAG (NATO Standardization Agreement). The record of an agreement among several or all of the member nations of NATO to adopt like or similar military equipment, ammunition, supplies, or stores; and operations, logistic, or administrative procedures.
- **x. 1st Transportation Movement Control Agency (1st TMCA).** A subordinate command of 4th Transportation Command (4th TRANSCOM) responsible for movements control functions assigned to 4th TRANSCOM in accordance with HQ United States European Command (USEUCOM) Directive 64-1.
- y. *Verkehrskommandanturen (VerkKs)*. German movement headquarters subordinate to the military district command controlling movement.
- **z.** Transportation Battalions (Movements Control) (Trans Bn (MC)). 1st Transportation Movement Control Agency (1st TMCA) subordinate commands that, through their HMCT, exercise movements control and highway regulating authority for US Forces within assigned geographic areas (app A).
- **aa. Movements Control Team (MCT).** A team subordinate to a Trans Bn (MC) or CMCC exercising movements control and highway regulating authority within an assigned geographic area of responsibility or as directed by movements control headquarters.
- **bb. Highway Movements Control Team (HMCT).** An element of the Trans Bn (MC) that coordinates with the appropriate area host nation authority for passing march credits and movement bids to the requesting unit. The HMCT located in GE works directly with, and often is collocated with, the local Verkehrskommandantur (*VerkK*). HMCT locations are listed in appendix A.

3. RESPONSIBILITIES

The safety, discipline, and appearance of US military vehicles on public roads are responsibilities of all levels of command.

- a. The Commander in Chief, USAREUR, is responsible for the control of US Army motor vehicles operating on public roads.
- b. The Deputy Chief of Staff, Logistics (DCSLOG), USAREUR, in coordination with the Commander, 1st TMCA, is responsible for preparing changes to this regulation as necessary.
- c. The Deputy Chief of Staff, Personnel (DCSPER), USAREUR, is responsible for submitting recommended changes to this regulation pertaining to changes in traffic, vehicle safety requirements, and accident prevention.

- d. The Commanders, V Corps, VII Corps, and 21st Support Command, will:
 - (1) Implement this regulation.
- (2) Monitor and report on the timeliness and discipline of a minimum of 20 percent of convoy, oversize, and overweight movements through their geographic areas of responsibility. The designated convoy monitoring element normally is the area provost marshal office (PMO) and, in any case, should not be the local movements office charged with administrative responsibility for highway movements. The convoy monitoring agency will submit AE Form 55-1M (Convoy, Oversize/Overweight Vehicle Movement Observation Report) (fig 3) to the servicing MCT or HMCT within 3 workdays following convoy movement.
- e. The Commander, 1st TMCA, is responsible for administering the functions associated with the movement of convoys and oversize or overweight vehicles over public roads. The Commander in Chief, USAREUR, has delegated authority to the Commander, 1st TMCA, to take final action on requests for exception to policy prescribed in this regulation. Additionally, the Commander, 1st TMCA, will:
- (1) Coordinate routine peacetime military movement procedures in the US Army area of responsibility in GE (excl Berlin), Denmark, France, and BENELUX.
- (2) Maintain liaison and coordinate, as required, with host nation representatives, concerning movements of US military vehicles on public roads.

f. MCT or HMCT will:

- (1) Administer requests for movement bids between the requesting unit and *VerkKs*, who are the final road movements approval authorities.
 - (2) Advise destination HMCT of approved movements into areas of responsibility.
- (3) Furnish to the delegated convoy monitoring element of the appropriate USAREUR major command essential information, at least 2 workdays in advance, on convoy, oversize, and overweight vehicle movements for which movement credits have been granted.
- (4) Receive from the convoy monitoring element of the appropriate USAREUR major command a copy of AE Form 55-1M and forward it to the Commander, 1st TMCA, ATTN: AEUTR-MCA-SH, APO 09451.
- g. Unit commanders or convoy commanders (or both) in charge of vehicle movements requiring a movement credit are responsible for:
- (1) Ensuring timely preparation and submission of movement bids to the appropriate MCT or HMCT for convoy and oversize or overweight vehicle movement clearances (fig 1).
 - (2) Ensuring information submitted on movement bids is correct.
 - (3) Performing a map and ground route reconnaissance on routes that are unfamiliar or infrequently used.
 - (4) Ensuring orientation and safety briefings are conducted before vehicle departure (field manual (FM) 55-30).
 - (5) Ensuring compliance with applicable laws, rules, regulations, and instructions.
- (6) Ensuring that only qualified drivers who possess a valid Standard Form (SF) 46 (US Government Motor Vehicle Operator's Identification Card) operate the type of vehicles authorized.
- (7) Selecting reliable, experienced drivers for vehicles transporting ammunition and explosives, vehicles carrying other dangerous cargo (incl flammables), and vehicles used in emergencies (e.g., police patrol cars, fire trucks, ambulances).

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Implementation of The Modern Army Recordkeeping System (MARKS) (AR 25-400-2) changed AE Form 62 to AE Form 55-1M. Stocks of AE Form 62 should be used until exhausted.

Figure 3--AE Form 55-1M (Convoy, Oversize/Overweight Vehicular Movement Observation Report) (RCS AEAGD-567)

- (8) Ensuring drivers are briefed on DD Form 836(AE) (Special Instructions for Motor Vehicle Drivers) and that it is completed and issued before departure from the home station. Figure 4 is a sample DD Form 836(AE). These commanders also will ensure that the appropriate forms in the AE Form 55-1 series are issued to drivers who are hauling hazardous cargo. Figure 5 is a sample AE Form 55-1 series form. The following are AE Form 55-1 series titles:
- (a) AE Form 55-1A (Accident Information Sheet for Transporting Flammable Liquids by US Military Vehicles (HYDROCARBONS With Flashpoint Below 21 Degrees Celsius)).
- (b) AE Form 55-1B (Accident Information Sheet for Transporting Flammable Liquids by US Military Vehicles (HYDROCARBONS With Flashpoint from 21 to 55 Degrees Celsius)).
- (c) AE Form 55-1C (Accident Information Sheet for Transporting Combustible Liquids by US Military Vehicles (HYDROCARBONS With Flashpoint Over 55 Degrees Celsius)).
- (d) AE Form 55-1D (Accident Information Sheet for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.1 Ammunition or Explosives).
- (e) AE Form 55-1E (Accident Information Sheet for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.2 Ammunition or Explosives).
- (f) AE Form 55-1F (Accident Information for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.3 Ammunition or Explosives).
- (g) AE Form 55-1G (Accident Information Sheet for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.4 Ammunition or Explosives).
- (h) AE Form 55-1H (Supplementary Accident Information Sheet for Transport Containing Titanium Tetrachloride).
- (i) AE Form 55-1I (Supplementary Accident Information Sheet for Transporting Ammunition Containing Hexaclorethane).
- (j) AE Form 55-1J (Supplementary Accident Information Sheet for Transporting Ammunition Containing the Following Substances: Thermite (TH), Red Phosphorous (RP), or Pyrotechnical Substances or Generation of Light or Smoke (PT)).
- (k) AE Form 55-1K (Supplementary Accident Information Sheet for Transporting Ammunition Containing White Phosphorus).
- (1) AE Form 55-1L (Supplementary Accident Information Sheet for Transporting Ammunition Containing Calcium Phosphide).
 - (m) AE Form 55-1M (Convoy, Oversize/Overweight Vehicle Movement Observation Report).
 - (n) AE Form 55-1N (Road Movement Bid Credit Granted/Marschanmeldung).
- (o) AE Form 55-10 (Accident Information Sheet for Transporting Ammunition or Explosives Containing Hazard-Class 1.2 Depleted Uranium).
- (p) AE Form 55-1P (Accident Information Sheet for Transporting Ammunition or Explosives Containing Hazard-Class 1.3 Depleted Uranium).
 - (9) Reporting accidents (AR 385-40) or enroute delays promptly.
- (10) Ensuring vehicles are functioning properly and are suitable for operation before being driven on public roads (e.g., mechanical condition checked, dirt and debris removed). These commanders also will ensure that public roads are cleared of any dirt and debris caused by vehicles.

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7. As soon as practical notify the nearest Préventr l'inetallation militaire la plus prache li Sanachrichtigen Sie die nächet gelegene Militäre	s platet possible. Inhelt sum frühest mögi	ichen Zeitpunkt.	
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3. Call for ambulance, if necessary. Appelor une ambulance, si nécéssaire. Sanităteaute rufen, follo eforderich. Chiamare un'auteambulanza es necessarie.			
6. Notify nearest police. Prévanir le paere de police le plue prache. Nichate Polissistation benachtishtigen. Informare le plu' vicine stasione di polisia.	n bas out	misting distan	o eldlerlanen Lancidense
The distances shown are minimum; great Les distances marquées sent le minimum; el Die angegebanen Entlermagen sind ein Minim Le distanze Indicate some guelle minime; ma	er distances should b	e used whenever possible.	

Figure 4. Sample Completed DD Form 836(AE) (Special Instructions for Motor Vehicle Drivers)

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Withrand dur Patre au étémitéhen Buseaum les van Patremagen, des mit Burmperafem ades autrettés au partier au de l'autre d'autre de l'autre de l'autre de l'autre d'autre de l'autre d'autre de l'autre de l'autre de l'autre de l'autre de l'autre d'autre de l'autre de l'autre de l'autre de l'autre de l'autre de	sur la role publique, quedia uma discione a mateinum de 100 mbiros de touir conten chergé d'explosia ou de mateiros dang- distante um interme dui d'ere respectée, a le sajado par les mereiras lescales. entischen Eveneum les van Pahramajan, die mit Spramgetalian edia anderen gelährischen Gegenstanden betaden and, om vone (100 m) ennahelsen. di di distamen dagti anterveteil che inappartane englectri di altre mateirate darnese, uma aupartare distanza minema familia es televizet de magetamenti provinciali e atareil van time hezanda of the corgo. to a ricques canadra per la changement, beti van den Geldhous der Latinag delt del periodi del varies. my er une of matchese er lightere in mener the vehicle. litera des disperses à trinstrativa en sperie de annien. h eun Einsträhölseen und Paurramajan in oder in die 16 Mbs den Pahramajan ist nicht orlaub: vanne lammiliteri en accanden antifracens dell'autovercels a melle sue vicinanae local traffic regulations. to del reditor locate a sistate.	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Emple hel Teg, und rate cloimins the Lateures ede Richtiches hel Noath audeorites, une des Verbahr aux jodif Richtung ou warnes Cables en le bandiscation et il triangule se di guarre » le fanteures elettriche scace a rifereur et il triangule se d'e note, in made she git altri magest vidgifant nel due sensi clare evventil. EMPLE ALL PRECAUTIONS/PRECAUTIONS GENERALES/ALLEEMEME VORSICHTEAMASSNAMEMEN/PRECAUZIONS GENE 1. While approting over public reade, boop at lesses 300 feet from tracks loaded with explosives or other dangerous articles.	IN CASE OF BREAKDOWN / EN CAS DE PANNEY / BET PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CAS DE PANNEY / BET PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CAS DE PANNEY / BET PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CAS DE PANNEY / BET PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CAS DE PANNEY / BET PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CAS DE PANNEY / BET PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CAS DE PANNEY / BET PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CAS DE PANNEY / BET PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CASO DE PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CASO DE PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CA	OTEPY: (By plane or wire as ocen as pace16to) BEVERIE (Per of displane as sidigramms in plus interpace16to) BEVERIE (Per of displane as sidigramms in plus interpace16to) BERLACEURICITIOSE (Polentacion do more transported to the migrituh) W. 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De det ettempt te tow leaded volicle to pae occeptor de remembre principal deligio delig
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But Tag, and note allottestable Laterons are reflectore by night womaing traffic approaching from each direction were due dispasses to just the state of the state	DESTACION Pres estimate as oces en peccifico; BEVARIE (Pre estimate en mire as oces en peccifico; BESTACION (CETTORI I (Prichamica o des relaginates in plus del paccifica) DESTACION (CETTORI I (Prichamica o des relaginates el plus proces peccifica) WESTACION (Pres subdema o per relaginate el plus proces peccifica) IN CASE OF ARRANDONN / EN CAS DE PANNE / BEI PANNEN / BN CASO DI GUASTI De act estrengt to town beneficia en del plus proces peccifica; pec excepte de relaciona en entre el territorio en el plus proces peccifica; minerare di cimarchiamo i relativata change; minerare di cimarchiamo i relativata change; minerare des disponente la piece, des lantenenes discritacions en reflectore by night verming traffic approaching from each direction revier des disponente la piece, des lantenenes discritacions en en reflectore by night verming traffic approaching from each direction revier des disponente la piece, des lantenenes discritacions con la piece del price de la contraction de service directions revier des disponente la piece, des lantenenes discritacions con la main, alia de prevente la sendente una de la direction del piece de la contraction del piece	DESTACION (Par offsiphone on offsiphone on other procession) BEVERTINE (Par other on part of other procession) IN CASE OF BREAKDOWN / EN CAS DE PANNE / BEI PANNEN / BN CASO DI GUASTI De ant offsight to two bonded vehicle per overpro de remempere un enforced change per overpro de remempere de per	BEVILENCE (Per religioner en référenceme le plus de passibilité des militaires de l'information de la passibilité des militaires de l'information de la passibilité de militaires de l'information de la passibilité de militaires de la passibilité de l'information de la passibilité de l'information de l'informatio	IN CASE OF BREAKDOWN / EN CAS DE PANNE / BEI PANNEN / BY CASO DI GUASTI De deal extrement to tour leaded vehicle is pas occoper do remorquer an efficielle shared. 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Post Rage by day and red electric leaterms ar reflectore by night warning traffic approaching from each direction between the despendance of the post of	IN CASE OF BREAKDOWN / EN CAS DE PANNE / BEI PANNEN / BI CASO DI QUASTI De dat attempt to too leaded valucle a pas oscopre de remorque un officiale attempt proceding proceding de remorque un officiale attempt a pas de remorque proceding from anch direction were des despecant le just, due leavenne de l'extrempt a despecant le just, due leavenne de l'extrempt a de despecant le just, due leavenne des l'extrempt a despecant le just, due leavenne des l'extrempt alles ans le bundantes of il triangles ou di grame » le fantance electricible cases a effectiver ed il triangles se di note, in made she git altri auto act viagli anti inol due anne el oline preventili EMMERAL PRECAUTIONS/PRECAUTIONS GENERALES/ALLES/ME ME VORSICHTSMASSMAMMEN/PRECAUZIONI GENERAL Train especiales que public reads, leog at least 300 feet fives trechs loaded with explosives or other desgreus articles, a gre aluleum distance must be malataleade lei required by state or emakingal requisitions reque suos combines our for este publique, gendre une distance mathimum distribute magnetide, at estigle par les atmenties loaded with explosives or other desgreus articles, a gre aluleum distribute atmentie del required del required del particles atmenties loaded atmenties del particles atmenties del required del procedine de sont common charge d'augistice au de manataleade Train especiales our for este sublique, gendre une distribute atmenties de particles de required particles atmenties de particles atmenties de particles atmenties de particles particles atmenties de particles particles atmenties de particles atmenties de particles particles atmenties de particles particles atmenties de particles de repaticulares de particles de par	IN CASE OF BREAEDOWN / EN CAS DE PANNE / BE I PANNEN / IN CASO DI GUASTI De del ditumpi to two leaded vehicle Is pas occeptor de relativament de labor delectrica shape! 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De det ettempt te tow leaded volicle to pae occeptor de remembre principal deligio delig
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IN CASE OF BREAKDOWN / EN CAS DE PANNEY / BET PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CAS DE PANNEY / BET PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CAS DE PANNEY / BET PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CAS DE PANNEY / BET PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CASO DE PANNEY / BET PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CASO DE PANNEY / BET PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CASO DE PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CASO DE PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CASO DE PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / EN CASO DE PANNEY / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASO DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE OF BREAKDOWN / IN CASE DI GUASTI IN CASE	OTEPY: (By plane or wire as ocen as passible) BEVARUE (Per of displane as id-lignomes to plus bits pessible) BEVARUE (Per of displane as id-lignomes to plus bits pessible) BEVARUE (Per of displane as id-lignomes to plus bits pessible) WEATTRE (Per of displane as id-lignomes to plus bits pessible) WEATTRE (Per of displane as per of displane as pessible) MI CASE OF BREAEDOWN / EN CAS DE PANNE / BEI PANNEN / BM CASO DI GUASTI De ast attempt to two beaded vehicles a pas accorde de minoritary as efficient scharge. The ast attempt to two beaded vehicles a pas accorde de minoritary as efficient scharge. Post diagram of inch. All provides scharge. Post diagram of the minoritary in contraversates contraven as reflectors by night womaing traffic approaching from each direction evere due diagrams to fine. All scharges are fine training as reflectors in mill, alls do prevents to a semicrosed according to the landowns direction to the fine training as a first and provides and pro	OTEFY: (By phone or wire as oom as peculiar) BEVAINER (Per elibphone as obligaments in plus del pacalités) BESTACIENT (Per elibphone as obligaments in plus del pacalités) BESTACIENT (Per elibphone as per setaprole el phr proce pacalités) WESTACIENT (Per substance o per setaprole el phr proce pacalités) IN CASE OF BREAKDOWN / EN CAS DE PANNE / BEI PANNEN / BN CASO DI GUASTI De aust attempt to tour londed volubles per overpre de resinentare in entre del partir de la partir del partir de la partir del partir de la partir del partir de la partir del partir dela partir del partir del partir del partir del partir del partir d	DESTATING (Per platine or wire as oces as passible) REVERTS (Per plitiphone on obligament to plus ide passible) DESTATING (Per plitiphone on obligament to plus ide passible) DESTATING (Per plitiphone on obligament to plus ide passible) PRESTATING (Per tabelene o per telegrale of pir prote passible) [M. 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De not estamps to tow headed vehicle a per occopre de reservaire en reflécule shangé. Des sessons di réservaire en la cale adjace changé en verten. Des sessons di réservaire en la cale cate conservaire en reflectore by night werning traffic approaching from each direction notive des desparent fo jout, des lantomes descriques ranges ou de s'effectoure la ruin, afin de proventr les conductours vanant de soutes d'acct lagent les Tag, and roce alabitated Latoures alle Rightliches des lifeable audeotièm, and dan Verbahr aux judit Rightung ou warron albec an le bandestrie out il resemple ou de il grame » le fanomes eletriche cases a réferent d'il trangeles set à note, in made she gir altre aute acest vialgianti soi due cannel alors ervestiti ENERAL PRECAUTIONS/PRECAUTIONS GENERALES/ALLESMEME VORSINCHTSMASSNAMMEN/PRECAUZIONI GENERAL While approxima ever public reade, toop at locat 300 feet from tracks leaded with explosives or other dangerous articles, a gre-	IN CASE OF BREAKDOWN / EN CAS DE PANNE / BEI PANNEN / IN CASO DI GUASTI De not estamp te two londed vehicle to par occeptor de remorquer un reflictete shapet. Des not estamp de l'entre de laber de l'entre shapet. Des notes de Petrone des la sibre disposicialeget worden. Des sectors de rémorablere l'entrevalente content. De sector de despasses fo juin, des instrumes descriptes angles on de a effectione la suit, alies de provabilité content de source d'entre des despasses fo juin, des instrumes discortiques ranges on de a effectiones la suit, alies de provabilité conducteurs vanant de source d'entre des despasses foi juin, des instrumes estre Richtschape des Richtschapes des Richtschapes des des des la suite de la section de la sec
Leveque vaus candulers our le vois publique, gendle une distance a minimum de 100 milita de nois comien chargé d'asplante ou de matières de serveces, une privé gende distance a minimum dest être respectés, et acquigée par les autrettés locales. Withrand dur Patre au étémitéhen Buseaum les une Patremagen, des mit Burmaperatien ades autrettés locales. Withrand dur Patre au étémitéhen Buseaum les une Patremagen, des mit Burmaperatien ades audrettés against au mande de l'autre de la comment de l'autre de l'autre de la comment de l'autre de la comment de l'autre de l'autre de la comment de l'autre de la comment de l'autre d'autre de l'autre d'autre de l'autre de l'autre de l'autre de l'autre de l'autre d'autre de l'autre	sur la role publique, quedia uma discienca mateimum de 100 mêtres de tous contre chergé d'explosia ou de marières dang- discience suitamem dui d'ere respectée, a le seigée par les muteride le tocales. matichem Eveneum les run Pahremagen, des mit Egremgesofen edes anderen gélàbrischen Gegenstanden betaden a und di di discience dagli extravetal che imagenariene autocivi vi altre materiale dannes, uma auparrare distanza minera di di discience dagli extravetal che imagenariene autocivi vi altre materiale dannes, uma auparrare distanza minera femine a estabelez de magelamenti provinciale e sia esti rem time bezanda el the corgo. de sirvene sanosfora per la changenanti. beti vue den Gelabren der Lathrag delli del periodi del survice. Na una es el matiches er lightere in mener the vehicle. Histor des brigenes à trinscripti en septe de cambin. In em Simitabili com und Paurranujam ins oder in die 18 libe den Pahrenujas, les niche ortaule vener limmitaliter i en escanda metti interess dell'extravescale e melle sue vicinaries local traffic regulatione. te dell'indice de la vicinarie.	IN CASE OF BREAEDOWN / EN CAS DE FAMME / BEI PANNEN / BM CASO DI GUASTI 1. Do dot estempt to two londed vehicle Re pas accorpe de reinerque en vehicule shape! Re pas accorpe de reinerque en vehicule shape! Res baladame Pelvacea des la nishe disposableget worden. Res baladame Pelvacea des la nishe disposableget worden. Res baladame Pelvacea des la nishe disposableget worden. Peut Balaga by day and red aclorette losteme en reflectore by sight wording traffic approaching from each direction shorte dus despasant is june, due lantemes discriptes major en dre effecture in mell, alls de preventr les sondertures vanont de teutos d fame. 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CASE OF BREAKDOWH / EN CAS DE PAINEE / BE! PANNEN / IN CASO DI GUAST! Do not extempt to two loaded vehicle poe ecoper do remorquer on reflecte shared. In bedanium Pelevenand dust intelle disposibility or version. In tensor di rimerchiane l'autrocate cartes. Pout flags by day and red a discrict loatement or reflectore by alight warning traffic approaching from each direction since disposibility or desired disposibility of the flags of the disposibility of the disposibility of the flags of the flags of the disposibility of the flags of the fla	EVERTE (Per religioner as elitégrames le plus de passible) DESIACIONI-ONTRE DE (Trislamicale au religionée à par engles de par proteguée à pa	M CASE OF BREAKDOWN / EN CAS DE PANNE / BEI FANNEN / BI CASO DI GUASTI De del ditempt to tow beeded vehicle a pac occoper de reservative un reflecte changé. De dest ditempt to tow beeded vehicle a pac occoper de reservative de laber depocative pur vente. 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Inter bestelante Patherand del cathe algocatelager unvalun. Ten sentene di rimerabilare l'autorostate cartes. Paul Singe by day nel red electric londown er reflectore by sight unarsing traffic approaching from each direction better des despaces is see, des fentemes discritques ranges en de a effecture in suit, alle de preventries cardecteurs cannel de source l'august bei Trag, and rese electricathe Lessenne ader Ripathichers hall Reade audectetes, am des Verbuhr aus jodé Riphing su curses l'august bei Trag, and rese electricathe Lessenne ader Ripathichers hall Reade audectetes, am des Verbuhr aus jodé Riphing su curses l'august l'august de l'august de annel al dans prevent all sons de betreines es ellectricathe se de notte, in made she git altre ausont réligient le sons annel al dans prevent all sons de sons de land prevent all sons de land prevent all sons de sons de land preve
or minimum distinct must be maintained if required by state or manicipal regulations. Lorque visuo andulusa aura is revia publicae, gendus una distance minimum du job misma de sust comun charge d'aspisoile ou de matières du presente, une plus grande distance minimum du le dre respectée, et ceigde par les auteride locales. Without der Patre aui bilantidens Essenan les une l'édermagen, die aut il germportene ader auteride locales. Without der Patre aui bilantidens Essenan les une l'édermagen, die aut Egensportene des mèters qui distance des auterides	use the maintained if required by state or membicipal regulations. were the sea publicate, gender are determined to table where do never consen charge d'explosis ou de marières dengines maintenant des dere respectée, at exigée par les autoritée locales. mariétein Stanceau les van Febremagen, des ous Sprangerien ades maindeurs geshrischen Gegenstanden belaten and, on fave (198 m) elemented des la supportence supleative de direction des la desponse, una augertand estate a minima feminis an rishievie de magadement provincials e siste als results has been and a rishievie de magadement provincials e siste als results de supportence des autories des consents de la composition des compositions de la composition de la composition de composition de la composition d	M CASE OF BREAKDOWN / EN CAS DE PÁNNE? / BEI PANNEN / IN CASO DI QUASTI 1. 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Biennel de l'agnes des disposents de l'appropriés de l'appropriés de d'appropriés de des l'appropriés de	ACRICATION OF ACTION OF AC	OTSPY: (Or phane or wire an ocen an peccibin) BEVERIS (For offsphane an offsphane has to plus life peccibing) BEVERIS (For offsphane an offsphane has peccibed) BELLACISICATIONS (Fortenies) and to being-spheak, an ochnoli wie milglish) VERTINE (For tabelene a per talephale al plu' greate pace little) M. CASE OF BREAKDOWN / EN CAS DE PAINE / BEI PANNEN / BU CASO DI GUASTI De dest attempt to tow beaded vehicle a pac secope de remerquire on whiteste shangd. as baladene February darf a labe abjocatioppi worden. 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OTTY: (By phane or wire as oost as possible) BEVAINE (Per elitableme as disigname to plus del possible) BENAINE (Per elitableme as disigname to plus del possible) BENAINE (Per elitableme o per telaprole el plu' groce possible) WESTERS (Per tabeleme o per telaprole el plu' groce possible) MI CASE OF BREAKDOWN / EN CAS DE PAINE / BEI PANNEN / 30 CASO DI GUASTI De del attempt to terr londed valuelle pos escopre de resonageme en vibircule abargi. In baladene Patronag dest alabe abjocatiospel worden. Peat Enge by don and red electric loateme as reflectore by night warning traffic approaching from each direction entre del depose to fine, due laminates of loatements as resonated in the subjection as reflectore by night wording traffic approaching from each direction entre del depose to fine, due laminates delectrica pages on de estituciones en mais, alia de prevent les ambientes en control de territore en mais en entre del depose de fine delectrica del delectrica en entre en mais de territore en mais en entre en en en en en entre en en en en entre en en en entre en en en en entre en en entre en en en entre en en entre en entre en entre en en entre en	OTETT: (Or photo or wire as oost as possible) EVERTE: (Per elibbone as obligamen to plus ide passible) DEM ACRES (Per elibbone as obligamen to plus ide passible) DEM ACRES (Per elibbone as per telegrale al pier proto passible) IN CASE OF BREAKDOWN / EN CAS DE PAINTE / BE! PANNEN / IN CASO DI GUASTI De sot estrempt to tour loaded valuelle pass cooper de remorquer en réferete sharpd. In basidans Patronag dari subst disposible provides. Post Engs by day and red electric loateres as reflectore by night warning traffic approaching from each direction entre de deposite of the lambone de foctions are reflectore by night warning traffic approaching from each direction entre de deposite de lambone de fire. Post Engs by day and red electric loateres as reflectore by night warning traffic approaching from each direction entre de deposite de lambone de foction descripes entre entre de deposite de lambone de lambon	REVIEW (Por Infiditions on Infiditions to plus the possibility) PERIACIDELICATION (Total Infidition of the Infidition of	M CASE OF BREAKDOWN / EN CAS DE FAMME / BE FAMMEN / BM CASO DI GUASTI De aut estumpt to tom banded vehicle to per occupre de retorquer en reflecute abengé. De aut estumpt fo tom banded vehicle to per occupre de retorquer en reflecute abengé. Post flage by des said red electric louteme er reflectore by night verning traffic approaching from each direction between de language py des said red electric louteme er reflectore by night verning traffic approaching from each direction between de languages is june, side se louteme electric de despectance fo part de language to de reflectore de despectance fo part de language en de selfectore de mult, alles de prevente fee x anductores cannot de source derection. 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Figure 4. Sample Completed DD Form 836(AE) (Special Instructions for Motor Vehicle Drivers) (Cont)

(USAREUR Reg 55-1) **HYDROCARBONS** 30 As liquid, pure substance or mixture with flashpoint 1223 from 21°C to 55°C Fuel, turbine vehicle, aircraft Designation of cargo: Class 3 F 34, F 35 Item 31c Gasoline, special Characteristics of cargo Mostly colorless liquid with perceptible smell - Cannot be mixed with water - Lighter than water Dangers: - Readily flammable (flashpoint between 21° C and 55° C) - Highly volatile Vapors are invisible, heavier than air and spread out on the ground Forms explosive mixtures with air, also in empty containers which have not been cleaned Heating leads to increased pressure, danger of bursting and explosion NBC protective equipment, personal
 Gloves, acid resistant (i.e., rubber)
 Eyerinse bottle with 500 milliliters of water Protective equipment: EMERGENCY MEASURES Immediately notify fire department, police and military police Keep from open flame or other sources of ignition (no smoking) Drive vehicle to open terrain, if possible Switch off engine Keep away from ignition sources (e.g., no open fire) Prohibit smoking Secury road and warn other road users Stay upwind Keep unauthorized persons away. Leakage Repair leaks, if possible Prevent leaking of liquids into drainage systems, pits and cellars. Cover liquids with soil or similar substances, call an expert Warn all persons of the danger of explosion. Evacuate if required. If the substance has leaked into water or drainage systems or contaminated the soil or plants, inform fire department and police accordingly FIRE Cool containers with water spray in case of fire Extinguish with extinguishing powder, foam, halones or water spray Never use strong water jet FIRST AID If substance has infected the eyes, rinse immediately with plenty of water for several minutes Immediately remove soaked clothes Issuing authority of this information sheet: Additional information by the manufacturer or sender: COMMANDER IN CHIEF UNITED STATES ARMY, EUROPE Telephone Inquiry: ROEMERSTRASSE 168 6900 HEIDELBERG **AE FORM 55-18** All other editions are obsolete.

VALID ONLY DURING ROAD TRANSPORTATION **MAR 87** ENGLISH/ENGLISCH

ACCIDENT INFORMATION SHEET FOR TRANSPORTING FLAMMABLE LIQUIDS BY US MILITARY VEHICLES

Figure 5. Sample AE Form in the 55-1 Series (in English).

- (11) Ensuring that the convoy commander or his or her representative keeps a completed AE Form 55-1N (Road Movement Bid Credit Granted/*Marschanmeldung*) or STANAG 2155 with the valid march credit number.
- h. Shipping activities personnel are responsible for providing accurate information (e.g., dimension and weight data) on military cargo or equipment for highway shipment. These personnel will issue the appropriate forms (in English and German) in the AE Form 55-1 series for specific hazard-class cargo (fig 5).

4. COMMENTS AND RECOMMENDATIONS

Comments and recommendations regarding this regulation will be forwarded to the Commander, 1st TMCA, ATTN: AEUTR-MCA-SH, APO 09451. Suggestions should be submitted on DA Form 2028 (Recommended Changes to Publications and Blank Forms).

SECTION II POLICY

5. GENERAL

- a. Economic and efficient operations will be achieved by providing maximum service with a minimum number of vehicles.
- b. Military motor vehicles will be operated under the highway regulations of the transited host nation and as prescribed in this regulation and AR 385-55.
- c. In GE, vehicles used for towing operations must carry a copy of the permit (i.e., German and English translations) granting US military vehicles permission to tow military equipment on the highway (i.e., *Autobahn*) and off the *Autobahn* onto a secondary road, but not onto the *Autobahn* from a secondary road.

6. OFFICIAL USE OF VEHICLES

- a. The official purpose of a vehicle's use will be resolved to comply with statutory restrictions when questions arise. The following guidance is furnished on the official use of vehicles:
- (1) Government owned or hired vehicles may be used to provide transportation, wholly or in part, for personnel going to or returning from temporary duty (TDY) stations when transportation is authorized by an official travel order and when the travel to and from the duty station is 400 miles (i.e., 640 kilometers (km)) or less. The use of a Government or rented vehicle generally will be prohibited in areas that have adequate duty bus systems. Commanders of USAREUR major commands may grant exceptions to the 400-mile permissible operating distance and may delegate this authority at their discretion.
 - (2) Additional guidance on the official use of vehicles is contained in AR 58-1, chapter 4.
- b. Transportation by Government vehicles will be for the purpose of accomplishing primarily official or authorized missions. Transportation will not be provided if justification is based wholly or largely on reasons of grade, prestige, or personal convenience.

7. RESTRICTIONS

- a. Host nation authorities may impose special restrictions to limit the use of certain public roads, require movements during specific times, or restrict the movement of some types of vehicles. Host nation restrictions apply to military motor vehicle traffic. Deviations from host nation regulations are not authorized except in a military emergency or necessity and then only with proper regard for public safety and order and approved by competent authority.
 - (1) The Commander, 1st TMCA (AEUTR-MCA-SH), will:
 - (a) Forward information concerning restrictions.

- (b) Approve or disapprove exceptions to policy for convoy and oversize or overweight movements when German traffic restrictions are imposed after a special determination of military necessity is made (para 15).
- (c) Approve or disapprove single vehicle movements of high priority (e.g., mail, subsistence, ALOC) cargo on trucks exceeding 7½ metric tons but not oversized or overweight during restricted periods.
 - (d) Provide specific guidance to CMCC and Trans Bn (MC) concerning movements in (c) above.
 - (2) Servicing CMCC, MCT, and HMCT will:
- (a) Coordinate and forward requests for movements when traffic restrictions are imposed by other countries (except GE) on a case-by-case basis through applicable host nation military road traffic control organizations.
 - (b) Issue a movement credit, if required.
- (c) Verify requests for high priority cargo movements during restricted times except for mail and ALOC. Approve or disapprove single vehicle movements based on 1st TMCA guidance.
- b. The following vehicle movements are not allowed from 0001 to 2200 on Sundays and German holidays and may be restricted further by local civilian authorities:
 - (1) Convoy and oversize or overweight vehicles (incl tracked vehicles).
 - (2) Trucks that exceed 7½ metric tons (i.e., 16,500 lbs or over) in gross vehicle weight (without trailers).
 - c. German authorities add additional restrictions on some *Autobahn*s during the peak summer holiday period (fig 7).
- d. Infiltration of individual vehicles not included in b above can be made at a rate of not more than 10 vehicles per hour per start point and will not exceed 10 vehicles per hour if routings merge.
- e. Military movements are prohibited during French and Belgian holidays (fig 7). Also, movements are not allowed in Belgium:
 - (1) From 1500 the day before a holiday until 0600 the day after the holiday.
- (2) From 1500 Friday to 1000 Monday on express highways (*Autoroute*) and from 0600 Saturday to 0600 Monday on standard highways.
 - (3) By outsize vehicles on express highways (Autoroute).
 - f. Movements in the Netherlands are allowed:
 - (1) At all times for standard military vehicles (i.e., not exceeding standards in fig 2).
- (2) For oversize, overweight, ammunition, tracked, or convoy movements of more than 10 vehicles, only when approved by the Netherlands National Territorial Command (NTC).
- (3) For march units not exceeding 25 vehicles. Permission for march units of more than 25 vehicles must be granted by the NTC. Unit commanders must submit justification for exception to this limit with the request.
 - g. Movements in Luxembourg are allowed:
 - (1) At all times for standard military vehicles (i.e., not exceeding standards in fig 2).
- (2) For oversize, overweight, or convoy movements of more than 5 vehicles, only when approved by the Luxembourg Ministry of Transportation (MOT) (via MCT Kaiserslautern).

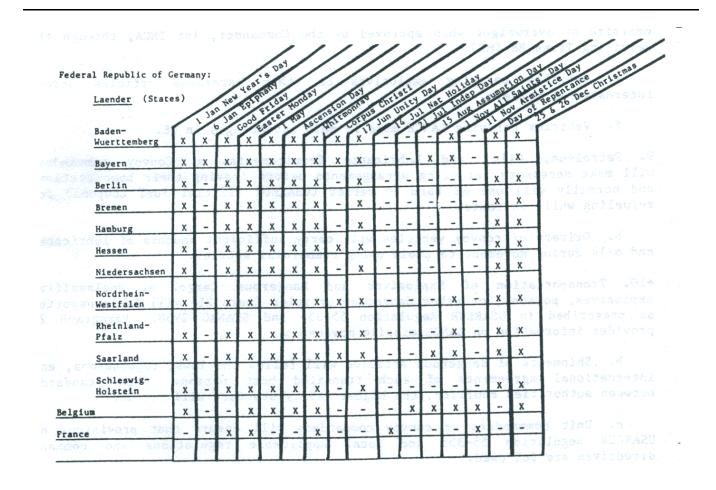


Figure 7. General Holidays

- h. Rescinded.
- i. Military vehicles will be controlled during adverse weather conditions as follows:
- (1) Adverse weather or road conditions may require suspension of operations of military vehicles in the interest of safety. Unit commanders will determine the need to suspend motor vehicle operations.
- (2) If a suspension of operations is declared after normal duty hours, unit personnel providing military vehicles will not dispatch any military vehicle from their motor pool area until restrictions are lifted.
- (3) Personnel who have a military vehicle dispatched to them will exercise caution concerning vehicle operations if a condition arises that usually would result in the suspension of military vehicle operations during normal duty hours.
- (4) Suspension of motor restrictions under (1), (2), and (3) above does not apply to military police and emergency vehicles or vehicles supporting high priority missions as determined by commanders of USAREUR major commands.
- j. Certain roads and bridges are closed to vehicles that exceed weight limitations posted on international road signs. This restriction exists in order to avoid damage to roads and bridges during thaw periods (i.e., usually late Feb and Mar). Unit or convoy commanders will ensure drivers are aware of the purpose and necessity of following posted limitations. Information on traffic restrictions and recommended routes may be obtained from the local provost marshal, the MCT, or the HMCT.

8. MOVEMENT CREDITS (CLEARANCES)

A movement credit will be obtained as prescribed in paragraph 15 for the following types of vehicle movements:

- a. Convoys and oversize or overweight vehicles (fig 2).
- b. Tracked vehicles moving on their own tracks.
- c. Vehicles on *Autobahns* (i.e., at speeds less than 60 km per hour).
- d. Vehicles operating when road restrictions have been imposed (para 7). This excludes movements of individual vehicles over 7½ metric tons but not oversize or overweight when approved by the Commander, 1st TMCA, through the servicing Trans Bn (MC).
 - e. Vehicles carrying explosives or other hazardous articles across international borders.
 - f. Vehicles carrying LANCE missile main assemblages in GE.

9. PETROLEUM, OILS, AND LUBRICANTS REQUIREMENTS

- a. Convoy commanders will make necessary refueling arrangements before leaving their home stations and normally will use AE Form 5- series (USAREUR Official Fuel Coupons) for refueling while en route.
- b. Drivers of convoy vehicles will carry sufficient amounts of lubricants and oils during movement to avoid using commercial sources.

10. TRANSPORTATION OF EXPLOSIVES AND DANGEROUS CARGO

- a. Unclassified explosives, poisons, or other dangerous articles (para 2b) will be transported as prescribed in USAREUR Regulation 55-355 and STANAG 2938. Paragraph 2b provides information on LANCE missile movements.
- b. Shipments of dangerous articles will follow the laws, regulations, and international agreements of each transited host nation. When standards between authorities conflict, the higher safety standard will prevail.
- c. Unit commanders or convoy commanders will ensure that provisions of USAREUR Regulation 55-355 and local applicable regulations and command directives are followed.

11. SPEED

Convoy commanders will ensure that:

- a. Speed limits imposed by host nations are obeyed (except when lower limits are established by this reg). Senior occupants will ensure vehicles are operated at prescribed speeds.
- b. Maximum speed limits are not exceeded. Figure 8 is a chart showing maximum speed limits. These maximum speed limits will be observed unless host nation speed limits are lower.
 - c. Prescribed speed limits for special missions, exercises, and other necessary activities are not exceeded.
 - d. Speed is reduced, as appropriate, to ensure safe operation based on road, weather, and traffic conditions.

12. MANEUVER AND FIELD EXERCISES

a. Maneuver rights do not include movement credits to and from the maneuver rights area. Unit commanders will obtain these credits under the provisions of paragraph 15. The initial movement from home station to the maneuver rights area will be reported to the regional MCT or HMCT according to the times shown in figure 1. Units must have movement credits to move to and from their tactical positions before start of exercise (STARTEX) even though the entire movement may be within the maneuver rights area.

Miles Per Hour (MPH)/Kilometers Per Hour (KPH)

	Cities	Autobahn	Other Roads
1. Military Vehicles.			
a. Commercial design vehicles (except as restricted in g below)	31/50	55/88	55/88
b. Ambulance, commercial and tactical	31/50	55/88	40/65
c. Bus, all types with passengers seated	31/50	50/80	40/65
d. Bus, all types with passengers standing	31/50	not auth	not auth
e. Truck, 1/4 or 1 1/4 T (w/wo trailer) (incl M151)	31/50	50/80	37/60
f. Truck and truck tractor, 1½ T and over (w/wo trailer)	25/40	50/80	37/60
g. Commercial design trucks and truck tractors, 5 T and over (w/wo trailer) $$	31/50	50/80	37/60
h. Tracked vehicles	12/19	31/50	25/40
i. Oversize, overweight, and towed vehicles only for single vehicle moves	31/50	50/80	37/60
moves	(or slow	er as prescribed concerned	•
j. Trucks transporting ammunition, explosives, and dangerous cargo	25/40	50/80	40/65
k. March columns, without consideration of type of vehicles that would further restrict speed	31/50	37/60	37/60
1. Security vehicles	May operat or 88 KPH.		ter than 55 MPH

2. General. Local commanders may set lower limits for speed limits shown in paragraph 1. Commanders will determine if lower speeds are needed for safe operation of military vehicles if existing traffic, vehicle type, driver experience, or road and weather conditions require this action.

Figure 8. Maximum Speed Limits

- b. The maneuvering unit will coordinate, in advance, movement of convoys or oversize or overweight vehicles on public roads, bridges, and highways in the maneuver area (incl passage through towns and cities). Coordination will be made with local German police officials and, when possible, with appropriate MCT or HMCT. This coordination is to ensure a minimum of interference with civilian traffic and to determine if roads and bridges are adequate to handle these vehicles.
- c. Convoy commanders will ensure vehicle bumper markings are not removed during movement to and from a maneuver area. Convoy commanders are responsible for ensuring driver and vehicle identification is made available to authorities (e.g., foresters, military or civilian police) when requested.

d. Convoy commanders will ensure that movement numbers and other convoy identification markings are displayed according to the provisions of STANAG 2154 and this regulation during movements over public roads.

SECTION III PROCEDURES FOR VEHICLE MOVEMENTS

13. GENERAL

Within the framework of the Transportation Operational and Organizational Plan (TROOP), the ultimate goal is to provide a single point of contact (i.e., the MCT) for transport services to include highway regulation. While this process is underway, CMCC and Trans Bn (MC) are authorized to supplement road movement bid flow procedures to suit geographic and command requirements. Supplements will be sent to the Commander, 1st TMCA, ATTN: AEUTR-MCA-SH, APO 09451. STANAG requests and formats are described in appendix C and can be used interchangeably with the revised AE Form 55-1N. Units operating in Italy will follow the movement procedures in USAREUR Regulation 55-355.

- a. The unit commander will submit a request for clearance on revised AE Form 55-1N or STANAG 2155 (app C) and receive approval (i.e., movement credit) as follows:
- (1) Divisional Units. Movement bids will be passed to the HMCT in whose area the movement originates (see app A, tab I) through the division movements control office as directed by the supporting CMCC or Trans Bn (MC).
- (2) Nondivisional Corps Units. Movement bids will be passed to the HMCT in whose area the movement originates (see app A, tab I) as directed by the supporting CMCC or Trans Bn (MC).
- (3) Noncorps Units. Movement bids will be passed to the HMCT in whose area the movement originates (see app A, tab I) as directed by the supporting CMCC or Trans Bn (MC).
- b. Unit commanders will submit requests for a return movement clearance, when not processed at the home station, according to a above.
- c. Unit commanders are responsible for the accuracy of weights and measurements on AE Form 55-1N or STANAG 2155. Weights and dimensions will be in metric measurements. Additionally, particular emphasis should be placed on vehicle distinction (i.e., M60A1, M60A3).
- d. The MCT or HMCT will issue movement credits and numbers (i.e., movement orders) only after coordination with and approval by host nation authorities. Host nation approved clearances and routings are binding and are an order of the Commander in Chief, USAREUR. Unit commanders requesting changes to an approved clearance will submit requests according to times in figure 1. This request will be forwarded according to a above.
- e. Units desiring to leave trailers in another country and return to GE must specify these arrangements on AE Form 55-1N or STANAG 2155.
- f. Drivers of military vehicles crossing international borders will carry the following documents (STANAG 2155 and STANAG 2176):
 - (1) SF Form 46 (US Government Motor Vehicle Operator's Identification Card).
 - (2) DD Form 2A(ACT) (Active Duty Military ID Card).
 - (3) AE Form 420 (Triptyque).
- (4) AE Form 475-R (NATO Travel Order) (STANAG 2026). AE Form 475-R is in USAREUR Supplement 1 to AR 310-10.
 - (5) Official travel orders (driver's authority for journey).
 - (6) List of emergency telephone numbers, to include the host nation's law enforcement agency.

- g. The documents in f(3) and (5) above may be combined in one document at the unit level. These documents will be shown to border control personnel on request. Additionally, the driver of a military vehicle moving without a movement credit will present a written certificate to the customs agency at the border crossing point regarding duty-free items in accordance with STANAG 2176. Figure 9 is a format for a customs certificate. The certificate may be typed on plain bond paper or on DA Form 2496 (Disposition Form).
- h. Danish authorities require drivers of military vehicles, moving with or without a movement credit, to present certificates similar to the formats shown in figures 10 and 11 for duty-free items. Drivers will present customs documentation and observe duty-free import, export, and transit procedures in other host nations in accordance with the North Atlantic Treaty Organization Status of Forces Agreement (NATO SOFA), STANAG 2176, and USAREUR Regulation 55-355.
- i. Unit commanders must submit the following information (according to times shown in fig 1) to the servicing HMCT or MCT. This information is used for border crossings into Denmark for vehicle movements not requiring a movement credit (i.e., movement of 1 to 19 vehicles):
 - (1) Unit and number of personnel transported (incl drivers).
 - (2) Number and type of vehicles (incl bumper markings on each vehicle).
 - (3) Time and place of border crossing (entry and exit).
- j. Based on the above notification, Danish movement authorities will inform the appropriate police and custom authorities of the border crossing 2 weeks before the scheduled move.
 - k. Arrival times at border crossing points must be met.
- l. CMCC and Trans Bn (MC) commanders will submit a Monthly Road Movement Bid Deviation Report according to appendix D.

Figure 9. Format for Customs Certificate

CERTIFICATE OF POL AND RATIONS This is to certify that my unit of _____ personnel and vehicles _____ is training in Denmark for ____ days. I certify that my unit is only importing petroleum, oil, and lubricants (POL) for its personal I further certify that any imported POL and rations that are not used during the training will be brought out of Denmark when we leave. Signed: Unit: _____ Figure 10. Format for Certificate of Petroleum, Oils, and Lubricants; and Rations **CERTIFICATE OF DUTY FREE ITEMS** This is to certify that my unit of _____ personnel is training in Denmark for ____ days, and is importing the following stock for its own personal use during the stay: cigarettes liters of wine liters of spirits liters of beer Signed: _____

Figure 11. Format for Certificate of Duty Free Items

14. CONVOYS AND OVERSIZE OR OVERWEIGHT VEHICLE MOVEMENTS

a. Movement Credits. Host nation movement authorities will provide approval for movement (i.e., a movement credit) to the requesting unit through MCT or HMCT channels. This movement credit grants the moving unit permission to move over a specified route at a fixed time as prescribed in the movement instructions issued with the movement credit. Movement credits and routings provided through host nation authorities are binding and are an order of the Commander in Chief, USAREUR. USAREUR units should understand that final approval or disapproval for movements requiring a movement credit rests with the proper host nation authority. Units cannot begin movement until the movement credit is granted.

- (1) At the same time that the movement credit is issued, a movement number is allocated. This movement number, once issued, becomes a movement order. The movement number will identify the move during the entire road movement. A movement number is composed of eight characters (e.g., 14 GE EB 29).
 - (2) The first two numbers indicate the day of the month the movement will begin.
 - (3) The first two letters indicate the national symbol of the country authorizing the move.
 - (4) The second two letters indicate the authority (VerkK) granting the clearance.
 - (5) The second two numbers tell the number of the clearance for that date.

b. Organization.

- (1) A march unit normally will not exceed 25 vehicles. For control purposes, a march serial will be limited to no more than five march units.
 - (2) At least 5 minutes will separate march units and at least 15 minutes will separate march serials on the open road.
- (3) The interval between vehicles in an open column march unit will be a minimum of 100 meters (110 yards), or a 6-second interval, on *Autobahns*, and 50 meters (60 yards), or a 4-second interval, on secondary roads (excl congested areas). March units will reduce speed and vehicle intervals when approaching congested areas and proceed under closed column.
- (4) The interval may be reduced to 25 meters (30 yards) or a 2-second interval, whichever is greater, for movements through cities. Prescribed distance will be resumed after clearing the congested area. Convoy commanders may order the gap between vehicles reduced enough to permit visibility of the preceding vehicle during inclement weather or when road conditions are poor. Convoy commanders may not reduce this gap if such a reduction prevents safe passing of convoy vehicles by civilian traffic.
- (a) Convoy commanders will ensure that principles of march discipline are observed at all times (FM 55-30, chap 5).
- (b) Drivers will be afforded adequate time for rest. Adequacy of time will be decided by considering the arrival time of the last convoy element, at any point, when determining the number of vehicles placed in a large march column.
- (c) Guide personnel, as necessary, will facilitate the safe, continuous flow of civilian traffic in the event of stopped convoys or vehicles.
- 1. Guide personnel, as well as road guards, wrecker operators, and other personnel, should use reflectorized clothing when walking on or near public roadways. DA Pamphlet 385-3 contains information on sleevelet bands (national stock number (NSN) 8465-00177-4976) and safety vests (NSN 8415-00-177-4974) that can be used for these purposes.
- 2. Drivers will stop vehicles off the pavement and clear of intersections. Drivers also will ensure intervals in halted convoys are closed. Drivers will use caution when resuming movement. Personnel in trail vehicles will post a guard with the proper reflective clothing to warn approaching traffic.
- 3. Drivers wishing to pass have responsibility to determine safe passing conditions. Drivers will be instructed to assist passing vehicles by slowing down and providing adequate space for passing vehicles to return to the traffic lane.
- (d) Drivers in military convoys must follow special rules concerning movement through intersections. When a military convoy, with proper markings and intervals, is moving through an intersection (only in GE) with a traffic light, other traffic should stop to permit the convoy to continue through the intersection even though the light may have changed.

- 1. In the absence of local German police, military personnel on the ground must warn approaching civilian traffic of the convoy passing through the intersection. Such personnel must wear reflectorized clothing to increase their visibility in order to be easily recognized as warning guides. Military personnel on the ground may serve only in a warning and not in a regulatory or police capacity with regard to civilian traffic.
- 2. Motor vehicles may be used for warning purposes. Motor vehicles may not block the traffic lane. The convoy has the right of way only if other drivers have been warned sufficiently.
- 3. Other traffic is obliged by German law to stop and permit a convoy to continue through an intersection once it has entered it, but the convoy has no authority to enforce its right of way on other traffic. If a driver ignores the warning and fails to yield right of way to the convoy, military personnel may not take action to force the driver to stop the vehicle. Military personnel should report to the local German police who may then cite the driver for violating German traffic law.
- 4. Convoy commanders should seek local German police assistance to regulate traffic before warning civilian traffic, when possible.
- (e) Host nation military and civilian police have the authority to override approved clearances. Drivers should be instructed to obey police instructions.
- **c. Route and Schedule.** Unit or convoy commanders are prohibited from changing convoy routes, schedules, or composition without approval of the CMCC, HMCT, or Trans Bn (MC) that issued the movement credit. Because changes in departure time of more than 15 minutes require a new movement credit, the appropriate commander must contact the Trans Bn (MC) or HMCT and request a new time. Commanders of convoys not requiring clearance (i.e., no tracks, oversize or overweight, under 20 vehicles) will avoid congested areas. Movement through these areas during peak traffic periods is strongly discouraged.

d. Identification of March Columns. Convoy commanders will:

- (1) Identify each march column by convoy flags and a movement number. Flags should be approximately 30 centimeters (cm) (12 in) high by 45 cm (18 in) wide. Flags are available through supply channels.
- (2) Identify each convoy, oversize, or overweight vehicle movement receiving a movement credit by the movement number issued by the MCT. This number identifies the column during the movement and will be prominently marked on both sides of each vehicle, on the front of the leading vehicle, and the rear of the last vehicle of each organized element of the column
- (3) Mount flags on the left side of each vehicle unless traveling in a country where driving on the left side is practiced. Flags then will be mounted on the right side.
- (a) The leading vehicle of each march unit will display a blue flag (NSN 8345-00-543-6912) and at least one but not more than two rotating amber warning lights (RAWL). The leading vehicle also will have a sign with the words "Convoy Follows" in English and in the language of the host nation or nations transited.
- (b) The last vehicle of each march unit will display a green flag (NSN 8345-00-543-6913), at least one but not more than two RAWL, and a sign with the words "Ende der Kolonne Convoy Ends Dieses Manoever Dient Ihrer Sicherheit" in 3-inch letters on a background board 18 by 48 inches. Lettering on the sign will be black on a nonglare white background. The sign will not obscure taillights, directional signals, or factory-installed reflectors.
 - (c) The march unit commander will display a black and white flag (NSN 8345-00-543-6911).
- (d) The convoy commander will determine which remaining vehicles should be equipped with RAWL, based on visibility, weather conditions, and convoy spacing. Use of RAWL is prohibited in the Netherlands.
- (e) Convoy commanders will ensure that vehicles use headlights on low beam in the daytime as a control measure. In France, headlights will not be used during daylight hours.

- (f) Unit or convoy commanders will ensure that tracked vehicles operating singly (with required escort (e below)) or in convoy on public roads in GE are equipped with a RAWL (NSN 2590-01-107-9696) and marked with reflective tape to identify the outside corners of the vehicle. The RAWL will be used while in convoy ((d) above).
 - (g) Convoy commanders will identify convoys operating in or through the Netherlands as follows:
- 1. Leading vehicle: two blue flags (right and left) and one blue transparent cover on the right headlight. Headlights will be on low beam ((e) above).
- 2. Last vehicle: one green flag (right) and one green transparent cover on the right headlight. Headlights will be on low beam ((e) above).
- 3. All other vehicles: one blue flag (right) and one blue transparent cover on the right headlight (STANAG 2154). Headlights will be on low beam ((e) above).

e. Escorts.

- (1) Civilian police officials and, if appropriate, the community provost marshal will be notified when a delay is anticipated in reaching a prearranged meeting place.
- (2) An escort is required for oversize or overweight vehicles (excl (4) below). The escort will consist of two vehicles (excl (3) and (4) below) equipped with at least one but no more than two functional RAWL. The responsible Trans Bn (MC), CMCC, or HMCT will advise the supporting community provost marshal of the civilian police escort requirements. The escort will be positioned to warn oncoming and overtaking vehicles and allow drivers of these vehicles to reduce or adjust their speed, if appropriate. The MCT or HMCT, in coordination with host nation movement authorities, will determine an appropriate escort for the movement. A military police (MP) or host nation police escort equipped with a functional rotating flashing blue light will be provided, if available. The moving unit will provide the necessary escort vehicles equipped with functional RAWL if a civilian police escort is not available.
- (a) Unit commanders may use any military vehicle (e.g., M151, M880) as a lead escort vehicle. The trail escort vehicle (TEV) must be a 2½-ton truck or larger and cannot be a tracked vehicle or M561 Gamma Goat. When 2½-ton or larger trucks are not available, unit commanders will use a 1-ton or larger truck.
- (b) The TEV will not transport troops or hazardous materials. The TEV may have a trailer if it is lighted adequately and the RAWL is clearly visible from the rear. Escort vehicle drivers will use RAWL during escort. Vehicles may not exceed the dimensions listed in figure 2. Each march unit must have its own TEV because of distances often experienced during convoy operations.
- (3) The escort requirement is reduced to a single vehicle with a functional RAWL, if the oversize or overweight vehicle is equipped with a functional RAWL. A single escort will trail the oversize or overweight vehicle on *Autobahns* and lead the oversize or overweight vehicle on secondary roads. This requirement also applies for movement in maneuver rights and field exercise areas.
- (4) Overheight vehicles normally require a movement credit. Single overheight vehicles may move without an escort during daylight. All outsized vehicles require an escort in the Netherlands.
- (5) Requests for waivers to escort requirements for convoys and oversize or overweight vehicles during major exercises (e.g., return of forces to Germany (REFORGER)) in the maneuver area will be evaluated by the Commander, 1st TMCA. If the request is approved, the waiver will be included in the safety and logistics annexes of the appropriate operation plan or order. Unit commanders will send requests for determination of waivers to the Commander, 1st TMCA, ATTN: AEUTR-MCA-SH, APO 09451, at least 3 months before the date of the exercise. Requests will contain, as a minimum, the reason for the escort modification and a description of the steps the unit will take to ensure driver and public safety. Unit commanders will identify a point of contact on request.

(6) Personnel of the *Koninklijke Marechaussee* (Royal Military Police) will escort military road movements consisting of one or more outsize vehicles operating in or through the Netherlands. A Netherlands MP escort must be requested for columns of 10 or more standard size (not outsized) vehicles. In the Netherlands, escorts also will be provided by specialized personnel for all military road transports of ammunition (excl the basic load of ammunition carried in a vehicle or carried by a unit that is moving as a whole when the quantity of explosive material does not exceed 5 kilograms (kg) (11 1bs)).

15. PROCEDURES FOR REQUESTING A MOVEMENT CREDIT

- **a. Routine Requests.** Unit commanders will forward requests for routine movements within the times shown in figure 1, using revised AE Form 55-1N in accordance with STANAG 2155.
- **b. Special Requests.** Unit commanders will submit special requests in the same format as routine requests. These requests require authentication. Requests will be considered valid only when the authentication is made by an officer in the grade of lieutenant colonel for battalion-sized units or smaller or by an officer in the grade of colonel for units above battalion level. The requesting unit will provide the name, grade, unit, and telephone number of the authenticating officer and the reason the move could not be processed as a routine request. (Insufficient planning is not a valid reason for making a special request.) Special requests, regardless of the reason, cannot be processed Friday after 1500 or on host nation holidays. Host nations are not obligated to honor requests submitted outside the times outlined in figure 1.
- **c. Emergency Requests.** Unit commanders will submit requests for emergency movements to the MCT or HMCT servicing the area where the emergency occurs. After normal duty hours, commanders will contact the nearest US MP station point of contact (i.e., desk sergeant, operations officer, or staff duty officer), who will coordinate the move with the local German police.
- (1) An afterduty hours clearance must be coordinated with the local police office for each area through which the movement will proceed. Local police will provide clearances but cannot verify size and weight limits for selected routes. Units are responsible, in these cases, for observing posted limitations. Units will be liable for damage (e.g., overheight vehicle passing under a bridge that is too low; an overweight vehicle on a bridge whose military load classification is less than that of the vehicle) that would have been avoided had the clearance been granted through the servicing MCT or HMCT.
- (2) MCT or HMCT cannot provide movement credits after duty hours. Host nation movement offices close early on Fridays and are closed on host nation holidays.
- (3) In countries where there is no MCT or HMCT, unit commanders will contact the local host nation police in case of emergency.
- (4) If the emergency occurs in Denmark, commanders will contact the Danish movement authorities for assistance during duty and nonduty hours.

d. Exception to Policy Requests (Travel Periods).

- (1) Commanders will submit exception to policy (ETP) requests requiring movements during restricted travel periods through their servicing movement control team (MCT) or highway movement control team (HMCT) to the Commander, 229th Corps Movement Control Center (CMCC), 502d CMCC, 27th Transportation Battalion (Trans Bn), or 39th Trans Bn for approval, depending on where movement will originate. Requests are valid only when the authentication is made by a lieutenant colonel (05) for battalion-size units or smaller, or by a colonel (06) for units above battalion level. Commanders of requesting units will obtain final authority (approval or disapproval) for movements through MCT or HMCT channels. Movements will not take place until the movement credit is issued by the applicable MCT or HMCT commander. Units will include the following information on requests:
 - (a) Unit.
 - (b) Time and date of move with start point (SP) and release point (RP).
 - (c) Origin and destination of move.

- (d) Proposed route.
- (e) Number of wheeled vehicles and largest wheeled vehicles. The largest vehicles (oversize or overweight) will be identified by type, size, and weight.
- (f) Number of tracked vehicles and largest tracked vehicle moving under its own power. The largest tracked vehicle (oversize or overweight) will be identified by type, size, and weight.
 - (g) Justification for the move.
 - (h) Authentication point of contact and telephone number.
 - (2) The Commanders, 299th CMCC, 502d CMCC, 27th Trans Bn, and 39th Trans Bn, will:
 - (a) Ensure movements during restricted travel time periods are made between 2200 and 0600.
 - (b) Ensure movements during the heavy traffic period (0600 through 2200) are kept to a minimum.
- (c) Send the following to the Commander, 1st Transportation Movement Control Agency (TMCA), ATTN: AEAGD-MCA-SM-H, APO 09451:
 - 1. Copies of approved and disapproved ETP requests.
- 2. Actions for resolution when disagreement occurs between the servicing movement commander and the *Verkehrskommandatur* (*VerkK*).
- **e. Standard Clearances.** If a unit moves often on the same route with the same equipment, the unit commander may acquire a standard (i.e., recurring) clearance. Once a standard clearance is granted, a telephone call will activate a move 48 hours before execution. Examples of such standard moves are materials handling equipment moving from motor pools to annual service practice, or tracked vehicles moving to local training areas. Unit commanders should review their routine requirements and forward potential standard moves for review. Generally, 15 or more moves per year are required to qualify for a standard clearance.

SECTION IV

SAFETY, ACCIDENT PREVENTION, AND ACCIDENT REPORTING

16. GENERAL

- a. Accidents involving US Army military motor vehicles drain Department of Defense resources and hinder mission accomplishment. Unit commanders will conduct an aggressive and continuing motor vehicle safety program to avoid needless losses (AR 385-10).
- b. Commanders will emphasize motor vehicle accident prevention programs that stimulate safety consciousness. These programs will be conducted in accordance with provisions of AR 385-55 and USAREUR Supplement 1.

17. ACTIONS IN CASE OF ACCIDENT

- a. Drivers involved in accidents will:
 - (1) Render all possible assistance to the injured.
 - (2) Warn other motorists of any existing highway hazard.
 - (3) Notify military police and other appropriate military authorities.
 - (4) Release their military vehicles only to appropriate US authorities.

- (5) Complete Standard Form (SF) 91 (Operator Report on Motor Vehicle Accidents). The next senior person responsible for motor vehicle operations will complete the report, if the SF 91 cannot be prepared by the driver because of injury or death.
- (6) Comply with directives governing vehicle accident reporting. Unit commanders will submit official reports through channels to the appropriate claims officer for review to ensure the rights of the US Government are not prejudiced by an admission of liability that could obligate the Government.
- b. Neither drivers nor passengers will express oral or written opinions to claimants or agents concerning liability, investigation findings, or the possibility of a claim approval.
- c. Neither drivers nor passengers will make official accident investigation reports available to a claimant or any individual or representative of any non-US Army organization.
- d. The driver, or next senior person responsible, will deliver the completed SF 91 as soon as possible to the motor transport officer.
 - e. Unit commanders will take appropriate action when drivers fail to report an accident.
 - f. Drivers will prepare and forward SF 91 according to AR 385-40.

18. INVESTIGATION OF ACCIDENTS

Appropriate authorities will investigate each accident involving a Government-owned vehicle or rented administrative use motor vehicle as required by AR 190-5, AR 385-40, Field Manual (FM) 21-305, and USAREUR Supplement 1 to AR 190-45.

19. SAFETY MEASURES

- a. Drivers will use electric turn signal devices when installed on military vehicles. Drivers will use hand signals for the host nation when electric turn signals are not available. The use of horns will be restricted as prescribed by traffic regulations of the host nation.
- b. Glass areas of US Army vehicles will be free of posters, stickers, cracks, discoloration, and nontransparent material that might impair the driver's vision or create a hazard.
- c. Drivers will not idle motor vehicle engines while vehicles are stationary (excl necessary warmup or maintenance check periods).
- d. US Army combat vehicles, buses, and NTV will be equipped with first aid kits (NSN 6545-00-922-1200). These first aid kits are available through normal supply channels.
 - e. The transportation of personnel will be as prescribed in AR 385-55, chapter 2.
 - f. The transportation of personnel in cargo-type vehicles will be as prescribed in AR 385-55, paragraph 2-17.
- (1) Drivers of emergency vehicles (e.g., fire department, MP) are responsible for driving in a manner that does not endanger life or property. Drivers will comply with speed restrictions and other traffic regulations (excl i below). Drivers also will give adequate warning of their approach by means of appropriate visual or auditory signals, or both, when operating vehicles under emergency conditions.
- (2) Drivers of emergency vehicles will comply with traffic regulations and assume the right-of-way only when and where it is evident other traffic has yielded the right-of-way in response to the emergency vehicle signal (i.e., visual or auditory). Emergency vehicles will never be driven in a manner that imperils life and property.
- g. Other vehicle drivers will yield the right-of-way to the emergency vehicle by pulling to the edge of the highway and coming to a stop when detecting the warning light or sound of an emergency vehicle. Vehicle operators will remain in this position until the emergency vehicle has passed, unless directed otherwise by MP or civilian police.

- h. Vehicle operators will drive to the right of a streetcar when it is in motion or temporarily halted. Drivers will follow this practice except when on one-way streets and streets where the location of streetcar tracks prevents compliance, or when directed by MP or civilian police.
- i. Vehicle drivers will not pass a streetcar or schoolbus (i.e., on military posts or bases) that has stopped to receive or discharge passengers, except at established safety zones.
- j. Only one passenger is permitted to ride in the front of a US Army vehicle, except as indicated in AR 385-55, paragraph 2-17b.
- k. Recovery personnel will remove disabled vehicles from traffic lanes without delay and position prescribed warning devices immediately, to alert other traffic. Recovery personnel should ensure the warning triangle is opened before leaving the vehicle and carried as a personal warning device until positioned properly.
 - 1. Recovery personnel will observe the following guidelines when towing vehicles on public highways.
- (1) No more than one vehicle will be towed behind a motor vehicle on public highways. A towing vehicle must be suitable for that purpose and will only tow a vehicle of smaller or equal size. Drivers will not use vehicles transporting ammunition or hazardous cargo to tow other vehicles.
- (2) Only a wrecker truck or vehicle with a standard towbar and drag chains will be used for towing purposes. Recovery personnel will use tow chains only when wrecker trucks or towbars are not available. Use of tow chains will be limited to towing vehicles short distances to clear roadways.
- (3) Recovery personnel normally will tow vehicles during daylight. Vehicles will not be towed during darkness, unless necessary to clear roadways, because of the danger of a rear end collision. If required during darkness or limited visibility, towing will be done only if vehicles are properly and brightly lighted.
- (4) Recovery vehicles will be equipped with at least one but not more than two functional RAWL. RAWL should not be turned on until the actual recovery operation begins and then only while the disabled vehicle is being attached to the recovery vehicle. When drivers are towing an oversize or overweight vehicle or when drivers cannot maintain minimum speed, RAWL will remain lighted.
 - (5) Towed vehicles will be lighted to include the following:
- (a) Four way (i.e., emergency) flashers of the disabled vehicles. These flashers should be used if available. Taillights will be used and light devices will be free of dirt and unobstructed.
- (b) Emergency warning kit reflectors or other reflectorized material. Reflectors will be placed on the rear of the vehicle to provide clear warning to approaching vehicles. Reflectors will be no higher than 48 inches (1.5 meters (m)) above the roadway. Towed vehicles that cannot be lighted properly or safeguarded by reflectorized materials will be followed closely by a TEV.
- (6) Recovery personnel will bring disabled vehicles to the nearest repair facility. Towing a disabled vehicle to a place far from the breakdown point generally is unacceptable. In cases involving a risk of collision (e.g., poor visibility, bad weather), the disabled vehicle must be towed immediately or parked at the next available rest area or parking lot.
- (7) When possible, recovery personnel should not tow disabled vehicles on the *Autobahn*. When a breakdown occurs on the *Autobahn*, the prevailing traffic situation is used as a gauge for the use of the *Autobahn* beyond the next point of exit (e.g., continuation of *Autobahn* towage may be needed if poor local conditions (winding roads through villages or cities) or critical construction sites can be avoided). Vehicles should not be towed onto the *Autobahn*.
- m. Drivers of nonconvoy military vehicles may overtake and pass vehicles in convoys if the required speed for overtaking does not exceed the legal or safe speed limit, and convoy vehicles can be passed safely.
- n. Unit commanders will ensure that highway warning devices (incl reflective triangles in accordance with the host nation's requirements) are available for issue to military vehicle drivers and used in emergencies.

- o. Drivers will mark tracked vehicles with reflective tape. Red tape (NSN 9390-00656-1186) is authorized for use on the rear; amber tape (NSN 9390-00-753-3208) is used for the sides and front.
- (1) Reflective tape must adhere to vehicle surfaces. Special care must be used when applying the tape in cold weather (42 degrees Fahrenheit or below). The tape must be applied to a clean, dry surface.
- (2) Reflective tape applied to a flat, vertical surface gives the most intense reflection. When an adequate vertical surface does not exist, the tape should be applied to plates that are easily removed and reused.
- (3) Reflective tape should be mounted on the most visible surface near the four corners of the vehicle. Three strips of 2-inch by 12-inch tape are recommended for greatest visibility.
- p. Drivers will ensure that the following vehicles have at least one but not more than two RAWL (NSN 2590-01-107-9696 for tracked vehicles):
 - (1) Oversize or overweight and all tracked vehicles.
 - (2) Wreckers, other recovery vehicles, and contact maintenance vehicles.
- (3) Lead escort vehicles (LEV) and TEV in each serial of a convoy, or vehicles escorting an oversize or overweight vehicle.
 - (4) Other vehicles deemed necessary by local commanders.
 - (5) Vehicles in a convoy (para 14d(3)).
- q. Operators of military vehicles will not consume drugs or alcoholic beverages (incl beer and wine) while they are driving or within 8 hours before driving.
 - r. Drivers will not smoke while they are operating Government vehicles.
- s. USAREUR military vehicle drivers will not engage in racing, racing-type events, or any activity that poses a safety hazard.
- t. Military drivers will comply with traffic signals and other traffic control devices, except when proper civil or military police authorities direct otherwise.

20. AMMUNITION AND HAZARDOUS CARGO

- a. Drivers will use care to ensure safe loading and transportation when transporting explosives, flammable liquids, acids, and other hazardous cargo. Commanders will ensure drivers are briefed, as necessary, on the type of cargo, its characteristics, and special precautions required to ensure safe transportation (USAREUR Reg 55-355, chap 18).
- (1) DD Form 836(AE) (fig 4) will be used for issuing instructions to drivers of vehicles transporting explosives or other dangerous articles for the US Forces over public roads in Europe. This form provides shipping instructions for the vehicle driver. DD Form 836(AE) also gives the driver information on methods to protect himself or herself, the cargo, and other life and property from the hazards of fire, accident, and vehicle breakdown. Both DD Form 836(AE) and the AE forms in the 55-1 series (para 3g(8)) (fig 5) are designed to ensure that, if the driver of a vehicle hauling hazardous cargo is killed or disabled in an accident, written instructions are carried in the vehicle. These instructions indicate measures to be taken by third parties (e.g., police, fire, medical, rescue personnel) to avert or contain an explosion or disaster.
- (2) Commanders will ensure drivers transporting fuel are briefed on and carry the appropriate AE form in the 55-1 series (fig 5) for transporting fuel. The transportation officer, in coordination with the ammunition officer at the point of origin, will supplement the instructions on the appropriate AE form in the 55-1 series with specific instructions, as required. The appropriate AE form in the 55-1 series and supplemental instructions will be transferred to each successive driver, if any, for delivery to the receiving activity at the destination point.

- (3) Drivers of tactical vehicles carrying basic loads of ammunition or other dangerous articles under tactical conditions (e.g., during REFORGER, during unit moves to the field) may be exempted from the requirement in (2) above at the discretion of the commander of the USAREUR major command concerned. This exemption applies only to situations calling for uploading of ammunition onto combat vehicles throughout USAREUR. Tactical vehicle drivers will be aware of the hazards associated with explosive ordnance transported on vehicles during peacetime.
- (4) Commanders will ensure drivers receive instructions on actions required of them to protect ammunition, vehicles, and life and property in the event of an incident or accident. Drivers or other responsible personnel will give DD Form 836(AE) and AE forms in the 55-1 series to German police on request. Commanders of tactical units will ensure compliance by drivers and other responsible personnel to guarantee that safety practices ensuring survivability of people and preservation of ammunition and equipment are followed. Commanders of tactical units also will ensure that drivers are licensed and qualified to drive vehicles to which they are assigned.
- (5) These requirements apply equally to cargo vehicles assigned to tactical units for hauling ammunition. Commanders will ensure the following precautions are taken:
- (a) Responsible personnel will equip government and commercial vehicles, used for offpost shipment over public highways, with two class 10-BC portable fire extinguishers or one class 10-BC and one 3A20B(AFF) extinguisher when transporting Department of Transportation (DOT) class A or B explosives. These vehicles will carry one class 5-BC or two class 4-BC portable fire extinguishers when transporting DOT class C explosives. Government vehicles used on post will be equipped, as a minimum, with two class 1-BC portable fire extinguishers (i.e., one mounted outside the cab on the driver's side of the vehicle and the other inside the cab). If Government vehicles are equipped with an interior carbon dioxide or halon flooding device, only one extinguisher is required. In this situation the extinguisher should be mounted on the outside of the cab on the driver's side. Drivers and other employees handling ammunition and explosives will be instructed on the best methods for extinguishing gasoline or tire fires. Drivers and employees should be informed that, in nearly all cases, the fire can be extinguished because much time is required to heat ammunition to the point of explosion. All drivers will be given full instructions on the proper use of each type of fire extinguisher.
- (b) Drivers will remove tarpaulins when vehicles are used for transporting shipments of gasoline in portable containers (e.g., 55-gallon (gal) or 50-gal drums) to prevent the accumulation of hazardous, flammable, and explosive vapors. Gasoline in containers not having serviceable gaskets on the fill openings will not be transported on military vehicles. Petroleum, oils, and lubricants (POL) drivers will receive instructions on the safe handling of POL and the actions to be taken in an emergency. Personnel will be trained on unique handling characteristics of fuel-carrying vehicles before dispatch (USAREUR Reg 420-90). Noncombatant evacuation operation (NEO) vehicles are exempt from this requirement.
- (c) Personnel will not be permitted to ride in the body of vehicles transporting packaged flammable liquids having a flash point of less than 200 degrees Fahrenheit (e.g., gasoline, diesel oil, fog oil, kerosene).
 - (d) Drivers will set the handbrake and block wheels while loading and unloading vehicles.
- (e) Drivers will stop engines while loading and unloading explosives and place the transmission in the lowest gear. No metal tools (except nonsparking types), carbides, oils, matches, electric storage batteries, flammable substances, acids, or oxidizing or corrosive compounds will be hauled in the cargo compartment of any vehicle carrying explosives. Drivers will block wheels at all times when loading ammunition on trailers separated from tractors. Drivers also will make sure wheels remain blocked following loading until the unit is hitched to the tractor. Responsible personnel will inspect vehicles using DD Form 626-1 (AE) (Motor Vehicle Inspection) before dispatch. Figure 12 contains a sample DD Form 626-1 (AE), which will be prepared as prescribed in USAREUR Regulation 55-355 to ensure the vehicle meets requirements for hauling dangerous cargo.
- (f) Drivers will ensure the body of each vehicle is free of nails and other projections that might damage containers or produce sparks through metal-to-metal contact.

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PTEW NO. HUMERO HUMMER 1 2 3	CHECK APPROPRIATE COLUMN WARQUEE DUNE CROIX LA COLONNE APPROP ENT CHECK CROIX LA COLONNE APPROP ENT CHECK CROIX LA COLONNE APPROP CONTROLE PASSEND RUSAIEX CONTROLE PASSEND RUSAIEX MOROSTO, APPAI, FAMILIANA CHARGESTO, CARINES EL CALADIS SANOTA MOROSTO, CARRIESTO, CARINE SE CHARGES ETCARE MELANISM MORE GREATIVE APPAICAMENT MORE GREATIVE APPAICAMENT MORE GREATIVE CONTROLE PARTIES OF MORE APPAICAMENT OF THE SENIT APPAIRMENT APPAIR		ORI	IIGIN GINE IMGSORT AN VENTRI R IT UNBATISFALT I WASTISFALS WASTISFALS	DESTINATION OF THE PROPERTY OF	MATION MATION MINGSORT MANKOW WESTISTAIL WASTISTAIL WASTISTAIL	HORN INCP	NES BEWERKUNGEN/OPMERKING **TEMS, USE REPEASE SINC ** RECEASE **LUS VILLERS REVERS BE WEGGERARDED LE SEFONDERLICH REMERESETTE REMUTES *** BOOMS ACHTERIZE REMUTES ***TO MODIS ACHTERIZE ***TO M
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ITEM NO. HUMERO HUMERO HUMMER 1 2 3 4	CHECK APPROPRIATE COLUMN MARQUEN D'UNE CROIX LA COLONNE APPROP ENT D'UNE CROIX LA COLONNE APPROP ENT CONTROLE PASSEND RUBRIEK CONTROLE PASSEND RUBRIEK ENGINE, 8007. CAR AND CHARSIS CLEAR PROPRETE DU MOTEUM, DE LA CANDESERII, DU CHASSI MOTOR, CAMBRIERIA CARSIS SAURE MOTOR, CAMBRIERIA CARSIS SAURE MOTOR, CAMBRIERIA CARSIS SAURE MOTOR, CAMBRIERIA CARSIS SAURE MOTOR, CAMBRIERIA CARSIS SERVICION STEGNIC MELECULARISM MOCANISMO CONTROLEMAN MOCANISMO CONTROLEMAN MOCANISMO CONTROLEMAN MORE REPEATIVE MORE MOTORIA TO SELVICIONE MORE MOTORIA TO SELVICIONE MORE MOTORIA CONTROLEMAN MOTORIA CONTROLEMAN MORE MOTORIA CONTROLEMAN MORE MOTORIA CONTROLEMAN MOTORIA MOTO		ORI	IGNIE GORBONY AN WENTRIK 7 WINSTEPACY 7 WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC W	DESTINATE OF THE PROPERTY OF T	MATION MATION MINGSORT MANKOW WESTISTAIL WASTISTAIL WASTISTAIL	HORN INCP	AT DESTINATION SES MISSING.
ITEM NO. HUMERO HUMMERO HUMMERO 1 2 3	CHECK APPROPRIATE COLUMN BARQUEE D'UNE CROINS A COLONNE APPROPRI ENTERPRECHERON A COLONNE APPROPRI ENTERPRECHERON DE ALTE BANKEUZEM CONTROLE PASSEND RUBRIEK CONTROLE PASSEND RUBRIEK CONTROLE PASSEND RUBRIEK ENGINE, CADANO CHARSIS CLEAN PROPRI CHEMBERSEN, CADANE CHARSIS BCHOON STEGRING UNCLUNIES UNCHARISME U		A SEA OF LAND AS A SEA	IGNIE GORBONY AN WENTRIK 7 WINSTEPACY 7 WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPACY WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC WINSTEPAC W	DESTINATION OF THE PROPERTY OF	MATION MATION MINGSORT MANKOW WESTISTAIL WASTISTAIL WASTISTAIL	HORN INCP	AT DESTINATION SES MISSING.
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Figure 12. Completed DD Form 626-1(AE) (Motor Vehicle Inspection (Transporting Hazardous Material))

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-20	COPY OF VEHICLE INSPECTION (DO FORM \$26-11AE)) FURNISHED DRIVER "WE COPIE DU RAPPORT SUR L'INSPECTION \$25 FOUNDES AU CHAUFFEUR EINE ROPIE DIESER FARREGUSINSPECTION HUNDE DEM FARRE AUSGEN- COPIE VARIESS, RAPP, AAR CHAUFFEUR REGESTER (DOFORM \$36-11AE	100 FORM 626-	M 626- ([AE)]			Aladia 1	A Deliver	х	х
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Fig 12 (cont)

Figure 12. Completed DD Form 626-1(AE) (Motor Vehicle Inspection (Transporting Hazardous Material)) (Cont)

- (g) Responsible personnel will load cargo entirely in the body of the vehicle and ensure the tailgate is closed. The tarpaulin, if included with the vehicle, should be made of flameproof material. Government-owned vehicles normally are equipped with tarpaulins that are fire resistant when new. The flameproofing solution, available from supply sources and applied to the canvas of Government vehicles, gives adequate flameproofing. Vehicles hauling dangerous cargo will be inspected to ensure the canvas coverings, if applicable, meet acceptable flameproof standards. Tarpaulins will not be used as covering in vehicles transporting gasoline containers ((b) above).
- (h) Drivers will position containers securely, according to US Army Materiel Command (AMC) drawings (AR 740-1) for explosive shipments. Responsible personnel will ensure that USAMC drawings are available in the vehicle, per AR 740-1.
 - (i) No person will be allowed to smoke while a vehicle is being loaded or within 50 feet of a loaded vehicle.
- (j) Personnel will not leave vehicles transporting dangerous cargo unattended. Security requirements of USAREUR Regulation 55-355, chapter 18, apply.
 - (k) Drivers will avoid large cities and other congested areas when possible.
- (l) Recovery personnel will ensure that disabled vehicles are towed clear of population centers and moved off the traveled portion of the roadway to await recovery. Explosives will be transferred to another vehicle only when transfer is directed by proper authorities (g below).
- (m) Drivers will not transport blasting caps or other initiating devices in the same vehicle with incompatible explosives, except as authorized by USAREUR Regulation 55-4.
- (n) Drivers will not refuel vehicles while vehicles are loaded with explosives, unless absolutely necessary. The ignition will be switched off when refueling is necessary. Drivers will not refuel loaded ammunition vehicles in the Netherlands. Drivers will ensure refueling operations take place before entering the Netherlands.
 - (o) Drivers will ensure that drums containing acid are not loaded more than one row high.
 - (p) Drivers will not take motor vehicles containing explosives to a garage or repair shop for repair or storage.
- (q) Ammunition safety personnel will determine necessary actions for the safe removal of ammunition from an accident scene. These personnel carefully will remove damaged boxes or ammunition, to separate these items from undamaged packages or ammunition, if a transfer of explosive cargo to another vehicle is necessary.
- (r) Drivers will not begin ammunition movements in the Netherlands without a Netherlands military escort, except for ammunition loads of less than 5 kg net explosive weight.
- b. Drivers of vehicles transporting shipments of explosives or other dangerous cargo over public roads in Europe will make sure orange placards are displayed on the front and rear of vehicles (USAREUR Reg 55-355, chap 18). An additional requirement in the Netherlands is a picture of a black, exploding bomb on the placard. Because of security considerations, these vehicles are not required to use a RAWL. Military vehicles carrying basic loads of ammunition under tactical or simulated tactical conditions may be exempted from this requirement at the discretion of the commander of the USAREUR major command concerned (USAREUR Reg 55-355, chap 18).
- c. Government-owned vehicles will pass inspection before and after loading, when hauling ammunition or other dangerous articles for the US Forces over public roads in Europe. The inspection will be made by a qualified ammunition inspector, officer, or NCO of the ammunition depot or supply point where the shipment originates, using DD Form 626-1 (AE) (fig 12). Inspectors will check the vehicle and its accessories, the electric systems, lights, tires, brakes, gas tanks and lines, and the exhaust system. Inspectors also will check the vehicle's mechanical condition for good working order. This inspection will include a determination of whether or not the vehicle is free of accumulations of grease, oil, or dirt.

- d. Cargo trucks and truck-tractor semitrailers and flatbeds (i.e., with sides and tailgates) are preferred vehicles for transporting explosives and ammunition. Personnel will ensure explosive cargo is secured to prevent shifting even though blocking and bracing are not required for onpost hauling. US Army carryalls, sedans, and single compartment vehicles will not be used to haul explosives and ammunition (excl small arms ammunition in original packages), unless specifically authorized by a tactical unit commander. Provisions of this paragraph apply if the above restricted vehicles must transport explosives and ammunition to perform the tactical mission.
 - e. The use of privately owned vehicles (POV) to transport explosives and ammunition is prohibited.

21. VEHICLE LIGHTING

- **a. Headlights.** Every military vehicle, other than a motorcycle with or without a sidecar, will be equipped in front with two white lights capable of adequately illuminating the road for a minimum distance of 100 meters (110 yards) at high beam and a minimum distance of 30 meters (33 yards) at low beam (i.e., at night in clear weather). For safety reasons, the use of nonblinding lights is important.
- **b. Rear Lights.** Every military vehicle, other than a motorcycle with or without a sidecar, and trailer at the end of a combination of vehicles, will be equipped at the rear with at least two taillights and two stoplights. These lights will be as close to the extreme outer edges of the vehicle as possible and in no case further than 16 inches (400 millimeters (mm)) from the outer edges of the vehicle. These lights are to be visible at night in clear weather at a minimum distance of 150 meters (165 yards) from the rear of the vehicle.
- **c.** Lighting at Night and in Other Conditions. Operators of military motor vehicles on public roads and highways will use lights during the hours of dusk or darkness and at other times, as necessary. Drivers operating vehicles during inclement weather (e.g., fog, rain, sleet, snow) that reduces visibility will use low beam, not parking, lights.

d. Rescinded.

22. BUS OPERATIONS

- a. Personnel standing in military buses are authorized only on intracity dispatches. The number of people standing will not exceed 50 percent of the authorized seating capacity. Suitable and safe handholds will be provided to prevent injury to standing individuals. A seat will be provided for each child on regular bus runs. Also, each child will be seated when buses are carrying children exclusively (e.g., school runs).
- b. A clearly visible line will be painted across the interior of each bus and far enough to the rear of the driver's seat to ensure the driver has an unobstructed side view to both left and right. People who are standing will not be permitted in front of this line.
- c. Prescribed safety and emergency equipment (incl emergency doors) will operate properly. Emergency doors and equipment will be identified clearly and instructions for operation will be printed with high visibility paint. A bus carrying cargo and passengers will be loaded so the cargo does not block emergency exit doors.
- d. Army-operated buses will be equipped with mechanical or electric turn indicators, two amber clearance lights in the front, two red or amber clearance lights in the rear, at least two amber reflectors on each side, and two amber or red reflectors in the rear.

23. OPERATION OF MOTOR VEHICLES ON EXPRESS HIGHWAYS

- a. Drivers will ensure vehicles are equipped with highway warning devices meeting the requirements of the host nation. Express highways include *Autobahn* in GE; *Autoroute* in Belgium and France; *Autoweg* (excl use for convoys or oversize or overweight movements) in the Netherlands; and *Autostrada* in Italy.
 - b. Drivers will ensure vehicles enter and leave express highways only at authorized entrances and exits.

- c. Drivers will not make U-turns. Crossing from one lane to another to go in the opposite direction can be done only by exiting and using an underpass or overpass road complex.
- d. Drivers may not make voluntary halts on the roadway (excl areas marked with the international blue and white "P" road sign specifying a parking area). Vehicles will close up intervals when halted.
- e. Recovery personnel will ensure that disabled vehicles are towed from the roadway. A disabled vehicle will be moved manually from the traveled portion of the road, if necessary. Disabled vehicles in a convoy will be towed to the nearest parking area to await recovery (para 191).
- f. A sentry will be posted to signal traffic, or appropriate highway warning devices will be used, to ensure oncoming traffic is warned of the obstruction when a disabled vehicle cannot be removed from a traffic lane.

24. SEATBELTS

The operator and passengers in a vehicle equipped with seatbelts will fasten their seatbelts and keep them fastened while the vehicle is in motion. Senior military passengers or operators will enforce this requirement. Exception to the mandatory use of seatbelts is authorized only for MP transporting dangerous or unruly personnel in custody.

SECTION V SECURITY

25. SECURITY REQUIREMENTS

- a. Drivers will secure vehicles in noncombat areas with a locking mechanism when the vehicles are parked and unattended. This requirement is in addition to other security measures listed below that are employed to protect vehicles.
 - b. Drivers will secure wheeled vehicles by doing either (1) or (2) below:
 - (1) Engaging manufacturer-installed door and ignition locking devices, when available.
- (2) Immobilizing the steering wheel with a chain and padlock. The chain used for this purpose will consist of 1/4-inch or thicker hardened steel links with one end attached permanently to the vehicle. A secondary padlock (NSN 5340-00-158-3807 (with chain) or NSN 5340-00-158-3805 (without chain)) will be used to secure the chain to the steering wheel spoke.
- c. Drivers will secure tracked or armored vehicles by locking hatches and similar openings. Padlocks specified in b(2) above will be used when external locking devices are required.
 - d. The following vehicles are exempt from the above requirements:
 - (1) Vehicles actively employed in tactical exercises.
- (2) Dispatched emergency vehicles, military or security police vehicles, courtesy patrols, and interior guard vehicles (i.e., for brief periods when response time is a critical factor in the successful performance of the operator's duties).
 - e. Personnel are not authorized to immobilize vehicles by removing essential operating parts.
 - f. Personnel are not allowed to install master key operated locking systems on vehicles.
- g. Unit commanders will implement stringent vehicle key control procedures. Key and lock systems are outlined in FM 19-30, chapter 8.

- h. The manufacturer-installed locking mechanisms on the M880 1 1/4-ton commercial truck and similar vehicles do not provide acceptable security. Units responsible for vehicle maintenance will install a chain and padlock as prescribed in b above. One end of the chain will be attached permanently to the seat riser plate on the operator's side of the vehicle in a manner that does not interfere with adjustment of the seat. The chain will be attached to the seat riser plate with a 3/8-inch (or larger) diameter bolt and secured with a lock washer and nut. The end of the bolt will be flattened with a ballpeen hammer after the nut is tightened securely. Welding of the chain end to the seat riser plate is not authorized.
- i. The operator or other designated personnel will maintain surveillance over vehicles during the hours of darkness when outside an authorized parking area or motor pool. When an overnight stay is necessary in a town or city where a US Army parking area is not available, the vehicle will be parked in a reputable civilian facility. The driver will obtain and retain, during the period of vehicle storage, a receipt or claim for the vehicle. The vehicle may be parked and secured as specified in b above when no reputable civilian facility is available.

26. REFERENCES

Appendix B contains a list of references.

(AEAGD-TM, HDG Mil (2121-)/ETS (370-)6397/6922)

FOR THE COMMANDER IN CHIEF:

OFFICIAL:



W. H. GOURLEY Brigadier General, USA Adjutant General C. J. FIALA Major General, GS Chief of Staff

DISTRIBUTION: Distribute according to AE Form 12-9A requirements, Transportation and Travel--A and REFORGER units, plus

6 - CINCUSNAVEUR

20 - CINCUSAFE (LGTX)

25 - Cdr, 4th TRANSCOM (AEUTR-MOV)

105 - Cdr. 1st TMCA

30 - Cdr, 27th Trans Bn

48 - Cdr, 39th Trans Bn

46 - Cdr, 229th CMCC

30 - Cdr, 502d CMCC

20 - DCSLOG, USAREUR (AEAGD-TM)

APPENDIX A

TELEX: 238743

AREAS OF RESPONSIBILITY AND TELEX NUMBERS FOR 1ST TMCA, TRANSPORTATION BATTALIONS (MOVEMENTS CONTROL), CMCC, MCT, AND HMCT

1st TMCA	39th Trans Bn (MC) (cont)
13t 1WO/1	OSTIT TIAITS BIT (INC) (COIT)

Commander (Cdr), 1st TMCA C, MCT, Kaiserslautern Kaiserslautern, Germany Oberursel, Germany TELEX: 410824 TELEX: 45758 or 45798

27th Trans Bn (MC) C, MCT, Mannheim Mannheim, Germany

Cdr, 27th Trans Bn (MC) TELEX: 463111 Bremerhaven, Germany

229th CMCC

C. HMCT. Hannover Cdr. 229th CMCC Hannover, Germany Nellingen, Germany TELEX: 9230241

C, HMCT, Ansbach C, MCT Ansbach, Germany TELEX: 61804 Bremerhaven, Germany

TELEX: 238575 C, HMCT, Munich

C, MCT, Moenchengladbach Munich, Germany Moenchengladbach, Germany TELEX: 5214892

TELEX: 238913 or 852679 C, HMCT, Regensburg

C, MCT, Rotterdam Regensburg, Germany Rotterdam, Netherlands TELEX: 652648 TELEX: 044-21593

C, HMCT, Stuttgart 39th Trans Bn (MC) Stuttgart, Germany TELEX: 413190

Cdr. 39th Trans Bn Kaiserslautern, Germany C, MCT, Nuernberg

TELEX: 45758 Nuernberg, Germany TELEX: 623299

C, HMCT, Karlsruhe Karlsruhe, Germany C, MCT, Stuttgart TELEX: 7826691 Stuttgart, Germany

TELEX: 723433 C, HMCT, Koblenz

Koblenz, Germany 502d CMCC TELEX: 862893

Cdr, 502d CMCC C, HMCT, Saarbruecken Wiesbaden, Germany

TELEX: 4421331 C, HMCT, Wiesbaden Wiesbaden, Germany

TELEX: 4186384 C, MCT, Idar-Oberstein Idar-Oberstein, Germany

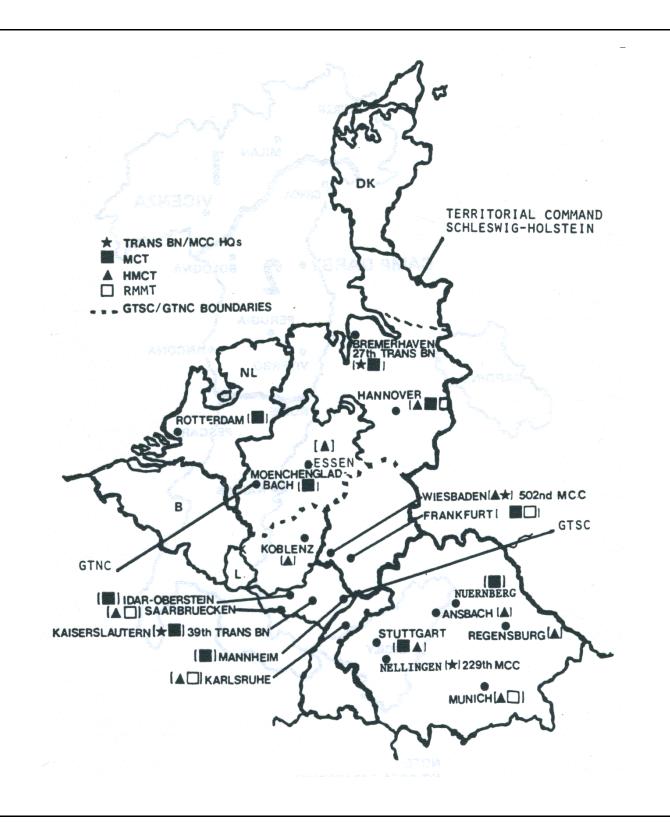
TELEX: 426206 C, MCT, Frankfurt Frankfurt, Germany TELEX: 413190

2 Tabs

Saarbruecken, Germany

I. Areas of Responsibility for Transportation Battalions (Movements Control), CMCC, and German Territorial Commands

II. United States Army Southern European Task Force (USASETAF) Installation Commanders Areas of Responsibility





APPENDIX B REFERENCES

- 1. DOD 5100.76M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.
- 2. AR 58-1, Management, Acquisition, and Use of Administrative Use Motor Vehicles.
- 3. AR 190-51, Security of Army Property at Unit and Installation Level.
- 4. AR 310-25, Dictionary of United States Army Terms.
- 5. AR 385-10, Army Safety Program.
- 6. AR 385-40, Accident Reporting and Records.
- 7. AR 385-55, Prevention of Motor Vehicle Accidents.
- 8. Technical Bulletin (TB) 55-46-1, Standard Characteristics (Dimensions, Weight, and Cube) for Transportability of Military Vehicles and Other Outsize/Overweight Equipment (in TOE Line Item Number Sequence).
- 9. TB 55-46-2, Standard Transportability Characteristics (Dimensions, Weight, and Cube) for Military Vehicles and Equipment (in NSN Sequence).
- 10. Field Manual (FM) 21-305, Manual for the Wheeled Vehicle Driver.
- 11. FM 55-10, Army Movement Management Units and Procedures.
- 12. FM 55-30, Army Motor Transport Units and Operations.
- 13. USAREUR Regulation 10-5, United States Army, Europe.
- 14. USAREUR Regulation 55-355/USNAVEUR INSTRUCTION 4600.7C/USAFE Regulation 75-4, Joint Transportation and Traffic Management Regulation--Central Europe.
- 15. USAREUR Regulation 350-10, Major Training Areas.
- 16. USAREUR Regulation 350-22/USAFE Regulation 50-5, Manuever and Field Training Exercise Rights in the Federal Republic of Germany.
- 17. USAREUR Circular 690-52, Legal Holidays in European Countries in (published for every calendar year).
- 18. USAREUR Pamphlet 190-34/USAFE Regulation 125-11, Driver's Handbook and Examination Manual for Germany.
- 19. USAREUR Pamphlet 550-19/USAFE Regulation 30-16, Compilation of Selected German Laws and International Agreements Applicable in Germany.
- 20. STANAG 2010, Military Load Classification Markings.
- 21. STANAG 2025, Basic Military Road Traffic Regulations.
- 22. STANAG 2027, Marking of Military Vehicles.
- 23. STANAG 2041, Operations Order, Table, and Graphs for Road Movement.
- 24. STANAG 2126, First Aid Kits and Emergency Medical Care Kits.

- 25. STANAG 2154, Regulation for Military Motor Vehicle Movement by Road.
- 26. STANAG 2155, Road Movement Bid/Credit.
- 27. STANAG 2174, Military Routes and Route/Road Networks.
- 28. STANAG 2176, Procedures for Military Road Movement Across National Frontiers.
- 29. STANAG 2938, Transport of Military Ammunition and Explosives by Road.

APPENDIX C

SAMPLE AE FORM 55-1N AND TELEX FORMAT AND PREPARATION INSTRUCTIONS

- 1. Table 1 gives instructions for completing AE Form 55-1N (Road Movement Bid Credit Granted/*Marschanmeldung*), STANAG 2155, or a TELEX report, as appropriate. Instructions are line by line and relate directly to the examples in figures 13 and 14.
- 2. Figure 13 is a sample AE Form 55-1N. The AE Form 55-1N matches the format of the STANAG 2155. Figure 14 is a sample TELEX format. The STANAG 2155 is adaptable to TELEX or MINET format by using the phonetic alphabet word followed by the appropriate information.

NOTE: An earlier edition of the STANAG 2155 has red lines. The new edition has thick black lines in place of the red ones. In either case, the spaces above the red or thick black lines must be completed. For standardization purposes, all blocks described in table 1 will be completed on AE Form 55-1N.

Table 1

Instructions for Preparing AE Form 55-1N, STANAG 2155, or TELEX Format

Line A (ALPHA). Enter unit requesting movement (e.g., HHC, 4th TRANSCOM). HMCT will standardize entries for each unit of command.

Line B (BRAVO). Enter US.

Postage Code. Leave blank. This refers to Bundespost codes.

Location. Enter the requester's rank and name. This is only for US use.

Street/Quarters. Enter the telephone number of requester. This is only for US use.

Line C (CHARLIE). Enter the servicing CMCC, Trans Bn (MC), MCT, or HMCT. This is only for US use.

Line F1 (FOXTROT ONE). Enter the requested start point (SP) time by day, time, time zone, and month. If the arrival time is the critical time, leave F1 blank and enter the arrival time in F2. The movement headquarters will determine the departure time based on the requester's arrival time.

Line F2 (FOXTROT TWO). Leave blank if the SP time is the critical time (i.e., the departure time is the controlling time).

Year. Enter the last two digits of the year (e.g., 85).

Line I1 (INDIA ONE). Enter the number of wheeled vehicles (e.g., 030).

Line I2 (INDIA TWO). Enter the number of tracked vehicles (e.g., 004).

Line J (JULIET). Enter the type of heaviest vehicle (e.g., M60A1).

Number. Enter the number of the heaviest types of vehicle (e.g., 04).

*Line K1 (KILO ONE). Enter the military load class of the heaviest vehicle in the convoy for wheeled vehicles (e.g., 5-ton truck = 011).

*Line K2 (KILO TWO). Enter the military load class for the heaviest tracked vehicle. If none, enter 000 (e.g., M60A3 = 056).

Line K3 (KILO THREE). Enter the weight of the heaviest wheeled vehicle in metric tons (e.g., 5-ton truck = 011).

Line K4 (KILO FOUR). Enter the weight of the heaviest tracked vehicle (e.g., M60A3 tank = 054).

Line L1 (LIMA ONE). Enter the width of the widest vehicle in centimeters (cm) (e.g., 364).

Table 1

Instructions for Preparing AE Form 55-1N, STANAG 2155, or TELEX Format

Line L2 (LIMA TWO). Enter the height of the highest vehicle in cm (e.g., 329).

Line L3 (LIMA THREE). Enter the length of the longest vehicle in cm (e.g., 0821).

Line M1 (MIKE ONE). Enter the distance to be maintained between vehicles on the Autobahn (e.g., 100).

Line M2 (MIKE TWO). Enter the distance to be maintained between vehicles on other than Autobahns (e.g., 050).

Line N1 (NOVEMBER ONE). Enter the speed to be maintained on the *Autobahn* (e.g., 60).

Line N2 (NOVEMBER TWO). Enter the speed to be maintained on other than Autobahns (e.g., 40).

Line O1 (OSCAR ONE). Enter the number of march columns. Normally this will be left blank as march columns are more appropriate for division-sized moves.

Line O2 (OSCAR TWO). Enter the number of convoys (e.g., 02). More than one convoy may be appropriate for a battalion or larger sized movement.

Line O3 (OSCAR THREE). Enter the number of march units in the convoy (e.g., 02).

Line P1 (PAPA ONE). Enter the time interval between march columns only if more than one march column is listed. Normally this will be blank.

Line P2 (PAPA TWO). Enter the time interval between convoys only if more than one convoy is listed (e.g., 10).

Line P3 (PAPA THREE). Enter the time interval between march units only if more than one is listed (e.g., 05). Normally this will be blank.

Line Q (QUEBEC). Enter point of origin (name of town), UTM map reference, six-digit grid coordinates, and nation code. Coordinates must be accurate to match the German computer system. Units will obtain grid coordinates from the HMCT master list.

Line R (ROMEO). Enter destination (i.e., name of town), UTM map reference, six-digit grid coordinates, and nation code.

Line S1 (SIERRA ONE). Enter UTM map reference and six-digit grid coordinates of SP. This point must be on at least a secondary road to be compatible with the HEROS V System.

Line S2 (SIERRA TWO). Leave blank.

Line S3 (SIERRA THREE). Enter control points, UTM map reference, and six-digit grid coordinates only if a specific route is desired. Otherwise, leave blank. (For example, if a move from Frankfurt to Karlsruhe via Mannheim is desired, enter a checkpoint in the vicinity of Mannheim. This prevents the possibility of a routing via Heidelberg.)

Line S4 (SIERRA FOUR). Enter rest halts and technical halts by providing a UTM map reference and six-digit grid coordinate exiting the most likely route and then reenter the same route. Also enter the number of hours and minutes of the halt. If the march time is short, leave blank. If a short halt (i.e., 30 minutes) is desired, enter the exit point, entering point, and 00 hour and 30 minutes. These blocks also may be used to indicate additional control points by entering "00 hours 01 min." The point of exit and point of entry must be the same. The one-digit blocks in SIERRA THREE and FOUR will be used to indicate the sequence in which control points and technical halts will be entered into the HEROS V System. Technical halts and control points must be entered in the sequence in which they would occur moving from SP to release point. These sequence numbers will be indicated in parentheses in the TELEX format.

Line S5 (SIERRA FIVE). Enter the UTM map reference and six-digit coordinates of the release point.

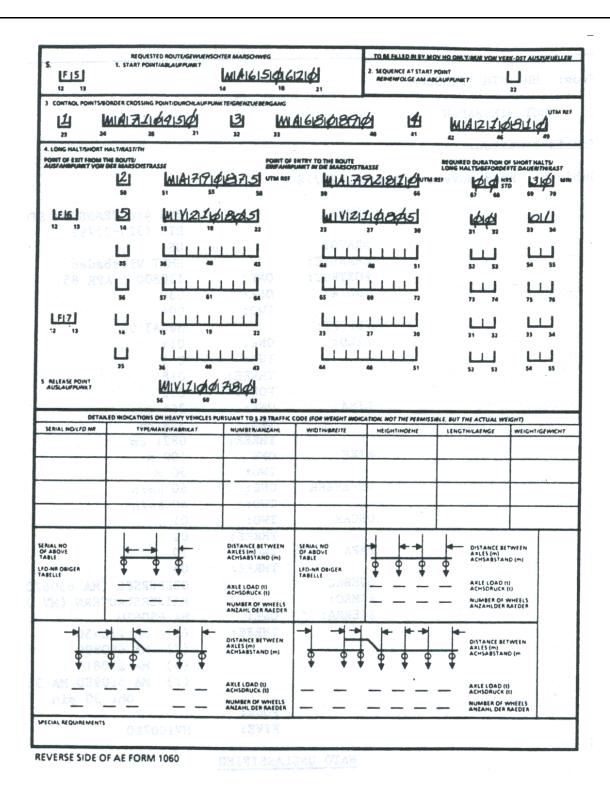
DETAILED INDICATIONS ON HEAVY VEHICLES Section. The movement headquarters will complete this section when needed.

*Military load classes are listed in the Military Highway Load Classification Guide.

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Implementation of The Modern Army Recordkeeping System (MARKS) (AR 25-400-2) changed AE Form 1060 to AE Form 55-1N. Stocks of AE Form 1060 should be used until exhausted

Figure 13. Sample AE Form 55-1N



Implementation of The Modern Army Recordkeeping System (MARKS) (AR 25-400-2) changed AE Form 1060 to AE Form 55-1N. Stocks of AE Form 1060 should be used until exhausted

Figure 13. Sample AE Form 55-1N

From: HHC 4TH TRANSCOM To: HMCT WIESBADEN For information: Subject: Road Movement Bid No. 21/78 ALPHA: HHC 4th TRANSCOM SFC Lemish ETS (325-2)791 BRAVO: US **HMCT** Wiesbaden CHARLIE: FOXTROT: ONE: 150800 L APR 85 INDIA: ONE: 030 TWO: 004 JULIET: M60A3 05 KILO: ONE: 019 055 TWO: THREE: 018 FOUR: 052 LIMA ONE: 364 cm TWO: 329 cm THREE: 0821 cm MIKE ONE: 100 m TWO: 50 m **NOVEMBER** ONE: 60 km/h TWO: 40 km/h **OSCAR** TWO: 01 THREE: 02 **PAPA TWO** 10 THREE: 05 **QUEBEC** OBERURSEL (MA 650620) GE ROMEO: KAISERSLAUTERN (MV 099781) GΕ SIERRA: ONE: MA 650620

THREE: (1) MA 710450 (3) MA 680890 (4) MA 210810

(2) MA 510980 MA 510980

Ohr 30 min

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NATO UNCLASSIFIED

Figure 14. Sample TELEX Format

APPENDIX D

MONTHLY ROAD MOVEMENT BID DEVIATION REPORT (RCS AEUTR-MOV-24)

- **1. General.** The 27th and 39th Transportation Battalions (Movements Control) (Trans Bn (MC)) and 229th and 502d Corps Movements Control Centers (CMCC) will:
 - a. Prepare the Monthly Road Movement Bid Deviation Report for each calendar month.
- b. Send the report to the Commander, 1st Transportation Movement Control Agency, ATTN: AEUTR-MCA-S, APO 09451, no later than 8 workdays after the end of the report period. The report may be submitted by TELEX, MINET, or electronic mail (ETM).

2. Explanation of Terms for the Report.

- **a.** Late Request. A request submitted to the highway movement control team (HMCT) after the time established in the basic regulation, figure 1. Emergency requests are not considered late but will be identified separately. Special requests are considered late for statistical purposes.
 - b. Changed Requests. Changes submitted by the user or requester. Examples include but are not limited to:
 - (1) Addition of oversize or overweight vehicles to a convoy clearance originally requested for normal vehicles.
- (2) New start point (SP) and release point (RP) times deviating more than 15 minutes from originally requested times.
- (3) Deviations from an original route. (This does not include correction of an erroneous route. Corrections are counted as errors.)
- (4) Addition of a vehicle that exceeds any dimensions of the vehicles in the original request (e.g., including an M-60 with dozer blade to a column of M60's).
- (5) An approved move that deviates on the day of the move by more than 15 minutes from its scheduled start (i.e., SP time).
 - (6) An approved move delayed by 1 day or more, even if a new clearance number is required.
 - c. Cancellation. Requested by initiating unit.
- **d. Error.** A misstatement of fact. Error may involve desired routing, dimensions or weight of equipment, or grid coordinates. A typographical mistake is not considered an error for reporting purposes unless the mistake is an incorrect grid coordinate. Incorrect grid coordinates, whether typographical or not, will be counted as an error. One submission may contain more than one error.

3. Information To Be Included in the Report.

- a. Reports will:
 - (1) Include units to the battalion or separate company level.
 - (2) Be totaled at Trans Bn (MC) or CMCC level.
- b. The appropriate higher headquarters to USAREUR major command (USAREUR Reg 10-5) level will indicate battalions and separate companies individually.

- c. Information to be reported is as follows:
 - (1) Major command (e.g., 3AD, 1ID).
 - (2) Unit designation (e.g., 2BDE, 3AD; HHC, 2BDE, 3ID).
 - (3) Number of requests submitted.
 - (4) Number of requests submitted late.
 - (5) Number of requests submitted as changes.
 - (6) Number of requests canceled.
 - (7) Number of requests submitted containing errors.
 - (8) Number of emergency requests submitted.

Transportation and Travel

UNITED STATES ARMY MOTOR VEHICLE OPERATIONS ON PUBLIC ROADS

Summary. This is a change to USAREUR Regulation 55-1. This change:

- a. Establishes new procedures for submitting road movement bids.
- b. Includes a sample revised AE Form 1060 for submitting road movement bids.
- c. Establishes new terms for US units that process road movement bids.
- d. Includes instructions for completing the Monthly Road Movement Bid Deviation Report (RCS AEUTR-MOV-24).

Applicability. This regulation applies to United States Army, Air Force, and Navy units operating in the United States Army, Europe, geographic area of responsibility (i.e., Belgium, Denmark, the Federal Republic of Germany, France, Italy, Luxembourg, and the Netherlands).

Impact on the New Manning System. This regulation does not affect the New Manning System.

Internal Control Systems. This regulation is not subject to the requirements of AR 11-2. It does not contain internal control provisions.

Supplementation. Supplementation of this regulation is prohibited without approval of the Commander in Chief, USAREUR, ATTN: AEAGD-TM, APO 09403.

Forms. Only forms ending with the suffix "-R" will be reproduced locally on 8½- by 11-inch paper through the servicing forms management office. Other forms will not be reproduced and will be ordered by the unit or organization publications officer from the United States Army Printing and Publications Center, Europe, or as stated in the authorizing directive.

Interim Changes. Interim changes to this regulation are not official unless authenticated by the Adjutant General, USAREUR. Interim changes will be destroyed on their expiration dates unless sooner superseded or rescinded.

Suggested Improvements. The proponent of this regulation is the Deputy Chief of Staff, Logistics, USAREUR (AEAGD-TM, HDG Mil (2121-)/ETS (370-)6922). Users are invited to send comments and suggested improvements to this publication on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander in Chief, USAREUR, ATTN: AEAGD-TM, APO 09403.

1. USAREUR Regulation 55-1, 29 January 1984, is changed as follows:

Remove pages	Insert pages
1 thru 8	1 thru 8.2
15 thru 22	
27 thru 30	27 thru 30.1
43 thru 46	
None	

- 2. New or changed material is indicated by a plus sign (+).
- 3. The regulation is further changed as follows:

Throughout the Regulation. Change "Theater Army Movement Control Agency (Provisional)" to "1st Transportation Movement Control Agency;" "TAMCA" to "1st TMCA;" "TMO" to "MCT;" and "HRT" to "HMCT."

Page 11, paragraph 3g(11). Supersede lines 1 through 4 with the following:

(11) Ensuring that the convoy commander or his or her representative keeps a completed AE Form 1060 (Road Movement Bid Credit Granted/*Marschanmeldung*) or STANAG 2155 with the valid march credit number.

Page 35, paragraph 20a(5)(a). In line 3 after the word "extinguishers," add "or one class 10-BC and one 3A20B(AFF) extinguisher."

Page 38, paragraph 21d. Rescinded.

Page 43. DISTRIBUTION. The distribution is changed as shown in the distribution of this change.

- 4. Post these changes per DA Pamphlet 310-13.
- 5. File this change in front of the regulation.

FOR THE COMMANDER IN CHIEF:

OFFICIAL:



W. H. GOURLEY Major General, USA Adjutant General C. J. FIALA Major General, GS Chief of Staff

DISTRIBUTION: Distribute according to AE Form 12-9A requirements, Transportation and Travel--A and REFORGER units, plus

- 6 CINCUSNAVEUR
- 20 CINCUSAFE (LGTX)
- 25 Cdr, 4th TRANSCOM (AEUTR-MOV)
- 105 Cdr, 1st TMCA
- 30 Cdr, 27th Trans Bn
- 48 Cdr, 39th Trans Bn
- 46 Cdr, 229th CMCC
- 30 Cdr, 502d CMCC
- 20 DCSLOG, USAREUR (AEAGD-TM)

Change 2

Transportation and Travel

UNITED STATES ARMY MOTOR VEHICLE OPERATIONS ON PUBLIC ROADS

Summary. This is Change No. 2 to USAREUR Regulation 55-1. The AE Form 54 series is changed to the AE Form 55-1 series. AE Form 62 is changed to AE Form 55-1M. AE Form 1060 is changed to AE Form 55-1N.

Suggested Improvements. The proponent of this regulation is the Deputy Chief of Staff, Logistics, USAREUR (AEAGD-TM, HDG Mil (2121-)/ETS (370-)6922). Users are invited to send comments and suggested improvements to this publication on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander in Chief, USAREUR, ATTN: AEAGD-TM, APO 09403.

1. USAREUR Regulation 55-1, 29 January 1985, is changed as follows:

- 2. New or changed material is indicated by a plus sign (+).
- 3. The regulation is further changed as follows:

Throughout the Regulation. Substitute AE Form 55-1M (Convoy, Oversize/Overweight Vehicle Movement Observation Report) for AE Form 62 (Convoy, Oversize/Overweight Vehicle Movement Observation Report). AE Form 55-1M replaces AE Form 62, which will be used until stock is exhausted.

Throughout the Regulation. Substitute AE Form 55-1N (Road Movement Bid Credit Granted/*Marschanmeldung*) for AE Form 1060 (Road Movement Bid Credit Granted/*Marschanmeldung*). AE Form 55-1N replaces AE Form 1060, which will be used until stock is exhausted.

Throughout the Regulation. Change "AE Form 54- series" to "AE Form 55-1 series."

Page 10, subparagraph 3g. Supersede subparagraph (8) as follows:

- (8) Ensuring drivers are briefed on DD Form 836(AE) (Special Instructions for Motor Vehicle Drivers) and that it is completed and issued before departure from the home station. Figure 4 is a sample DD Form 836(AE). These commanders also will ensure that the appropriate forms in the AE Form 55-1 series are issued to drivers who are hauling hazardous cargo. Figure 5 is a sample AE Form 55-1 series form. The following are AE Form 55-1 series titles:
- (a) AE Form 55-1A (Accident Information Sheet for Transporting Flammable Liquids by US Military Vehicles (HYDROCARBONS With Flashpoint Below 21 Degrees Celsius)).
- (b) AE Form 55-1B (Accident Information Sheet for Transporting Flammable Liquids by US Military Vehicles (HYDROCARBONS With Flashpoint from 21 to 55 Degrees Celsius)).
- (c) AE Form 55-1C (Accident Information Sheet for Transporting Combustible Liquids by US Military Vehicles (HYDROCARBONS With Flashpoint Over 55 Degrees Celsius)).

- (d) AE Form 55-1D (Accident Information Sheet for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.1 Ammunition or Explosives).
- (e) AE Form 55-1E (Accident Information Sheet for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.2 Ammunition or Explosives).
- (f) AE Form 55-1F (Accident Information for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.3 Ammunition or Explosives).
- (g) AE Form 55-1G (Accident Information Sheet for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.4 Ammunition or Explosives).
- (h) AE Form 55-1H (Supplementary Accident Information Sheet for Transport Containing Titanium Tetrachloride).
- (i) AE Form 55-1I (Supplementary Accident Information Sheet for Transporting Ammunition Containing Hexaclorethane).
- (j) AE Form 55-1J (Supplementary Accident Information Sheet for Transporting Ammunition Containing the Following Substances: Thermite (TH), Red Phosphorous (RP), or Pyrotechnical Substances or Generation of Light or Smoke (PT)).
- (k) AE Form 55-1K (Supplementary Accident Information Sheet for Transporting Ammunition Containing White Phosphorus).
- (l) AE Form 55-1L (Supplementary Accident Information Sheet for Transporting Ammunition Containing Calcium Phosphide).
 - (m) AE Form 55-1M (Convoy, Oversize/Overweight Vehicle Movement Observation Report).
 - (n) AE Form 55-1N (Road Movement Bid Credit Granted/ Marschanmeldung).
- (o) AE Form 55-10 (Accident Information Sheet for Transporting Ammunition or Explosives Containing Hazard-Class 1.2 Depleted Uranium).
- (p) AE Form 55-1P (Accident Information Sheet for Transporting Ammunition or Explosives Containing Hazard-Class 1.3 Depleted Uranium).

Page 11, paragraph 3. Supersede subparagraph h as follows:

- h. Shipping activities personnel are responsible for providing accurate information (e.g., dimension and weight data) on military cargo or equipment for highway shipment. These personnel will issue the appropriate forms (in English and German) in the AE Form 55-1 series for specific hazard-class cargo (fig 5).
- 4. Post these changes per DA Pamphlet 310-13.
- 5. File this change in front of the regulation for reference.

FOR THE COMMANDER IN CHIEF:

OFFICIAL:



W. H. GOURLEY Major General, USA Adjutant General C. J. FIALA Major General, GS Chief of Staff

DISTRIBUTION: Distribute according to AE Form 12-9A requirements, Transportation and Travel--A and REFORGER units, plus

20 - CINCUSAFE

6 - CINCUSNAVEUR

25 - Cdr, 4th TRANSCOM (AEUTR-MOV-S)

Change 3

Transportation and Travel

UNITED STATES ARMY MOTOR VEHICLE OPERATIONS ON PUBLIC ROADS

Summary. This is a change to USAREUR Regulation 55-1, 29 January 1985. This change provides procedures for requesting exception to policy for movements during restricted time periods.

Suggested Improvements. The proponent of this regulation is the Office of the Deputy Chief of Staff, Logistics, HQ USAREUR/7A (AEAGD-TM, 370-6922). Users may send comments and suggested improvements to this publication on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander in Chief, USAREUR, ATTN: AEAGD-TM, APO 09403.

1. USAREUR Regulation 55-1, 29 January 1985, is changed as follows:

Page 30, paragraph 15d. In the title, add "(Travel Periods)" after the word "Requests".

Page 31, paragraph 15. Add subparagraph f as follows:

- f. Exception to Policy Requests (Time Periods). Commanders will send requests for exception to policy for movements during restricted time periods (2200 to 0600) through their MCT or HMCT to the Commander, 229th CMCC; 27th Trans Bn; or 39th Trans Bn, depending on where the movement will originate. Requests will provide the same information required in d above. The Commanders, 229th CMCC, 27th Trans Bn, and 39th Trans Bn, will:
 - (1) Ensure movements during restricted time periods are justified and kept to a minimum.
 - (2) Send the following to the Commander, 1st TMCA, ATTN: AEUTR-MCA-S, APO 09451:
 - (a) Copies of approved and disapproved requests for exception to policy.
- (b) Actions for resolution when a disagreement occurs between the servicing movement commander and the *VerkK*.

Page 37, paragraph 20a(5)(m). In line 2, change "with other explosives" to "with incompatible explosives, except as authorized by USAREUR Regulation 55-4".

- 2. Post these changes per DA Pamphlet 310-13.
- 3. File this change in front of the regulation for reference.

FOR THE COMMANDER IN CHIEF:

OFFICIAL:



RONALD E. BROOKS Brigadier General, USA Adjutant General R. S. KEM Major General, GS Chief of Staff

DISTRIBUTION: Distribute according to AE Form 12-9A requirements, Transportation and Travel--A, plus

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- 105 Cdr, 1st TMCA
- 30 Cdr, 27th Trans Bn
- 48 Cdr, 39th Trans Bn
- 46 Cdr, 229th CMCC
- 30 Cdr, 502d CMCC
- 20 DCSLOG, USAREUR (AEAGD-TM)

7 November 1989

Transportation and Travel

UNITED STATES ARMY MOTOR VEHICLE OPERATIONS ON PUBLIC ROADS

Summary. This change provides revised procedures for requesting exception to policy for movements during restricted travel periods.

Suggested Improvements. The proponent of this regulation is the Office of the Deputy Chief of Staff, Logistics, HQ USAREUR/7A (AEAGD-TM, 370-6922). Users may send comments and suggested improvements to this publication on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander in Chief, USAREUR, ATTN: AEAGD-TM, APO 09403.

1. USAREUR Regulation 55-1, 29 January 1985, is changed as follows:

Page 30, paragraph 15. Supersede subparagraph d as follows:

- d. Exception to Policy Requests (Travel Periods).
- (1) Commanders will submit exception to policy (ETP) requests requiring movements during restricted travel periods through their servicing movement control team (MCT) or highway movement control team (HMCT) to the Commander, 229th Corps Movement Control Center (CMCC), 502d CMCC, 27th Transportation Battalion (Trans Bn), or 39th Trans Bn for approval, depending on where movement will originate. Requests are valid only when the authentication is made by a lieutenant colonel (05) for battalion-size units or smaller, or by a colonel (06) for units above battalion level. Commanders of requesting units will obtain final authority (approval or disapproval) for movements through MCT or HMCT channels. Movements will not take place until the movement credit is issued by the applicable MCT or HMCT commander. Units will include the following information on requests:
 - (a) Unit.
 - (b) Time and date of move with start point (SP) and release point (RP).
 - (c) Origin and destination of move.
 - (d) Proposed route.
- (e) Number of wheeled vehicles and largest wheeled vehicles. The largest vehicles (oversize or overweight) will be identified by type, size, and weight.
- (f) Number of tracked vehicles and largest tracked vehicle moving under its own power. The largest tracked vehicle (oversize or overweight) will be identified by type, size, and weight.
 - (g) Justification for the move.
 - (h) Authentication point of contact and telephone number.
 - (2) The Commanders, 299th CMCC, 502d CMCC, 27th Trans Bn, and 39th Trans Bn, will:
 - (a) Ensure movements during restricted travel time periods are made between 2200 and 0600.

- (b) Ensure movements during the heavy traffic period (0600 through 2200) are kept to a minimum.
- (c) Send the following to the Commander, 1st Transportation Movement Control Agency (TMCA), ATTN: AEAGD-MCA-SM-H, APO 09451:
 - 1. Copies of approved and disapproved ETP requests.
- 2. Actions for resolution when disagreement occurs between the servicing movement commander and the *Verkehrskommandatur* (*VerkK*).

Page 31, paragraph 15. Subparagraph f is rescinded.

- 2. Post these changes per DA Pamphlet 310-13.
- 3. File this change in front of the regulation for reference.

FOR THE COMMANDER IN CHIEF:

OFFICIAL:



MARY C. WILLIS Brigadier General, USA Adjutant General WILLARD M. BURLESON, JR. Major General, GS Chief of Staff

DISTRIBUTION:

Distribute according to AE Form 12-9A requirements, Transportation and Travel--A, plus

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- 25 Cdr, 4th TRANSCOM (AEUTR-MOV)
- 105 Cdr, 1st TMCA
- 30 Cdr, 27th Trans Bn
- 48 Cdr, 39th Trans Bn
- 46 Cdr, 229th CMCC
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- 20 DCSLOG, USAREUR (AEAGD-TM)